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ASTOR, LENOX
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JOURNAL

OF

A Voyage Round the World.

BY

CAPT. W. P. SEYMOUR, J.P.,

QUEENSTOWN, CO. CORK.

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OF

SINCERE FRIENDSHIP

BY

William Deane Seymour,

TO HIS FRIEND,

William Inman, Esq., J.P.,

UPTON MANOR,

BIRKENHEAD.

26X353

PREFACE.

WHETHER to keep the memories of foreign lands vivid and recall them pleasantly by the fireside in after days, or to pass profitably what may be called the leisure hours of travel, it is a task not less interesting than useful to keep a diary; and in these days of rapid locomotion, when a voyage round the world is thought as little of as a Continental tour, the traveller may be interested in perusing for his guidance these notes of the chief landmarks in a journey of 30,000 miles. That this little book may serve as a better indication of how the varying time passed, the writer has set down each day in order, and numbers of facts and incidents have been given which might otherwise appear trivial. For the rest he dismisses it with the sincere hope that it may give pleasure to any of his friends who happens to glance over it.

W. D. S.

WILLMOUNT HOUSE, QUEENSTOWN,
20th July, 1877.

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JOURNAL

OF

A Voyage Round the World.

QUEENSTOWN TO NEW YORK.

AUGUST 11th, 1876, I left Queenstown in the R.M.S. "City of Richmond," commanded by Captain Samuel Brooks, bound for New York, and having on board about 130 cabin and 300 steerage passengers. The vessel is certainly one of the finest afloat. She is one of the Inman steamers, the pioneer line from Ireland to America, which began to run from Queenstown in 1859. Her commander is the senior of the line, and her officers are of many years standing. Having embarked sacks of mails from the tender "Fanny," and given three hearty cheers, we started about 4·40 p.m., on as fine an evening as I ever remember. The sky was cloudless, and the water like a sheet of glass. In four hours we were off the Fastnett rock, where we fell in with the "Centennial," a little boat 25 feet long, with one man on board, bound from Rochester, U.S., to some part in Great Britain. The evening passed pleasantly. Some amused themselves playing the different sea games, or reading, and

others paced the deck enjoying the ladies' society, or smoking their havanas, until the time came to retire for the night.

August 12th—In the morning a light breeze blew from the south-east, increasing during the day. All sail that was found serviceable was set on our good ship, and she steamed during the forenoon at the rate of 15 knots an hour. Soon after noon the sky became thick and hazy, and the glass fell considerably, indicating a change. Many of the passengers felt a desire to retire rather than to remain on deck; but those who had their sea legs enjoyed themselves as on the previous evening. Having drunk the usual sea toast for Saturday night, "wives and sweethearts," all parted, and about midnight all sail was taken in, the wind having veered to the westward.

August 13—Strong west winds blew in the early part of the day, and the weather was beautifully clear; but a westerly swell running kept many away from the breakfast table. At 10 a.m. a general muster of the boats' crews took place. Each crew took position by its boat, and each man bore on his breast a small brass plate, on which was inscribed the number of his boat. The day being Sunday, the bell rang for church service immediately after the muster of the crews. Many passengers, seamen, and officers attended, and the captain read the service, after which a collection was made for the Liverpool Seamen's Orphans' School. During the evening I happened to go into the forepart of the vessel, and I saw there a crowd of the steerage passengers surrounding one who was addressing them as to how they should advise their friends to vote for the election of the incoming president. He informed them that the people were

the ruling power of the United States, and that they, his hearers, would shortly be part of the people who held such a high position. In fact, hearing him one would imagine that he was the head of the power he was speaking of, the bystanders believing every word he said, and the fellow himself sometimes actually laughing at the idea of such attention being paid to his discourse. As it grew late the weather got colder and the breeze stronger, and, as it was Sunday evening, everyone retired earlier to bed.

August 14th—A north-east wind blew, and the weather was clear as on the previous morning, the wind very curiously having backed round to the eastward and north-east, with an extremely low glass of 29·30. All the forenoon continued fine, and at noon the breeze freshened, and the sky became dark and overcast, with every indication of a gale. About 4 p.m. the square canvas was taken in, and a strong gale blew until midnight.

August 15th—There were light northerly winds, and the weather was cloudy. At 8 a.m. the vessel was slowed, owing to the bearings having got heated. To my astonishment I met my friend the Rev. Mr. Hazleton, who made his appearance at the breakfast table with several others for the first time since we left. At noon strong n.n.w. winds blew, and the barometer continued to fall. The distance run during the twenty-four hours was 350 miles. Latitude, 48·5; long., 42·12. During the evening the weather was miserably cold and wet.

August 16th—Through the night there were strong southerly winds and a thick fog, the whistle sounding almost continuously. Very few made their appearance at breakfast.

At noon we found the distance made was 346 miles. In the evening a heavy southerly gale blew with rain, and about 7 p.m. we passed a brigantine at anchor, with two boats astern, rolling and pitching sometimes bows under water. The passengers all mustered on deck to see the sight, remarking as we passed on the fisherman's hard life. The little vessel would sometimes disappear in the hollow of the sea, which occasionally would break right over her. About 9 p.m. we stopped our engines for the second time for about a quarter of an hour. At this time the wind abated and changed to the north-west, blowing from that point until midnight.

August 17th—The wind veered to the north-east, the weather being clear, and all possible canvas was set. A general muster of passengers seemed to take place on deck, and the old amusements were carried on until the bell rang for lunch. At 4 p.m. 130 sat down to dine all intent on the enjoyment of a good dinner, such as the Inman line always provides on board their splendid vessels. After dinner deck games recommenced, and the evening wound up with a saloon party, each of the ladies in turn presiding at the piano, until all lights were put out at 11 p.m. The distance run during the twenty-four hours up to noon was 328 miles, a head wind blowing almost from midnight to noon.

August 18th—The day opened with light north-west winds, clear weather, and smooth water. The passengers enjoyed themselves as usual on deck. The distance run up to noon was 368 miles. About midnight we took the New York pilot on board.

August 19th—Light easterly winds blew, with a beautiful clear sky, and great heat. About noon, while Captain Brooks and I were on the bridge, we observed the American land. All who were below at lunch came up, glasses were taken out, and the greatest satisfaction was expressed at the rapid passage made by the good ship "City of Richmond," contending, as she did, with high and heavy seas and contrary winds. After lunch there was a general packing up and preparation for landing, the crew setting our noble vessel in order, and at 3·50 p.m. we were abreast of Sandy Hook lighthouse, having made our passage in 7 days, 23 hours, and 50 minutes, since we left Queenstown at 4·35 on the evening of the 11th. Thanks to God, I am so far on my journey! About 5 p.m. we anchored in the quarantine ground, off the battery near Staten Island, and were admitted to pratique at once, the inspecting doctor not having found a single case of sickness on board our vessel. While anchored here I had a full view of the New York Yacht Club house, and the yachts anchored close by, which brought to my memory the fact that I was nearly the oldest member of that club now living. Here it was that Mr. Gardner's splendid schooner yacht was capsized in a squall, and he and his wife were drowned with some of the crew. After the schooner was lifted it appeared that the sheets were fast, so that not having had them raised off at the time must have been the cause of the accident. Mr. Gardner was a very popular man and deeply regretted by everyone, as was also his good wife, whose name was on the lips of thousands for her kind acts and attention to the poor. We arrived in about half an hour at the wharf or dock, where we were met by numbers,

looking on or waving handkerchiefs as they recognised their friends. The cabin passengers were all landed, and the steerage passengers left till next morning when their luggage would be examined. The mails were sent to the post-office with little delay, our good purser, J. T. Kavanagh, in charge, sitting like a governor on the top of the highest sack, and holding in his hand a telegram for Queenstown announcing our arrival at the principal sea-port of the New World. As bedtime approached I considered it better to remain on board, and the captain and I enjoyed a cigar and a chat on deck till about 10·30 p.m., when we retired for the night.

August 20th—The weather was beautiful and clear. The custom-house officers examined the luggage of the steerage passengers, and transferred it afterwards to a steamer to be landed with them at Castle Gardens, where the Emigration Commissioners are located. As it was Sunday, I went to service at 11 a.m., after which I returned to the vessel, where I dined. Later in the day I drove to High Bridge with Mr. Kavanagh and Dr. Dore, surgeon of the "City of Richmond," leaving my luggage at the Union Hotel, Union Square, where we all had tea that evening, my companions going on board afterwards, and leaving me to enjoy a quiet night.

August 21st—Having had breakfast at the hotel, I went to see some of my business friends, and then proceeded to the steamer, where I had left my heavy luggage. This I had sent on to Omaha, registered, so as to avoid the trouble of taking it with me. All this day I was busy preparing to leave for Niagara next morning. Before I bid farewell to New York I must say that since I saw it, eleven years back, wonderful improvements have been effected, several new streets have

been built, and in those the architecture of the houses is remarkably elegant, and shows a marked advance in public taste. Central Park is now the great resort of the citizens, and its beautiful lakes and grounds should not be left without a visit by anyone passing through New York.

August 22nd—At an early hour I left New York by the Erie Railway for Niagara. I noticed some of the most beautiful scenery I had ever seen as I passed along the line. I arrived at my destination at a late hour the same night, and put up at the International Hotel.

August 23rd—I had an early breakfast, and employed a conveyance to take me around to see the Falls. The Whirlpool Rapids, about two miles below the Falls, was the first place I visited. The force of all the rapids seems to concentrate itself here, and the rushing water appears as if it would tear away everything near, even the firm-rooted hills. around, so wild and startling is its terrific power. As far as the eye can reach the water thunders down in seething, heaving masses of foam, throwing up streams of water covered with spray, and in places whirling it up into angry billows, twenty or thirty feet above the heads of the spectators standing on the shore. It is deafening in its roar, and here, even more than at the brink of the Falls, can we have a realization of the terrific force of Niagara. Through a channel of about 300 feet in width, and walled in by giant banks, from the summit of which it makes one giddy to look down, rush the gathered waters of Lakes Superior, Michigan, Huron, St. Clair, and Erie, at the rate of twenty-seven miles an hour. Those who have descended to the river's edge, gazed upon the wild tumultuous surge, and listened to its

roar, can form some idea of this "Hill of Waters"; but no description can do it justice—it baffles exaggeration itself. To promote the comfort of visitors, a double elevator was constructed by Professor Smith, of Niagara Falls. It was completed in 1869, at a cost of 20,000 dollars, and is worked by water power 300 feet below the bank. From the waiting room, to which the elevator carriage descends, the terrible grandeur of the Whirlpool Rapids is best seen, and the visitor gets a good view of the great railway suspension bridge and the passing trains. From the Rapids we drove about a mile, through a beautiful park belonging to the Deveaux College for orphan boys, to the Whirlpool. The college was established by the will of the late Judge Samuel Deveaux, an old resident of Niagara, who bequeathed for the purpose personal property to the amount of 154,432 dollars, and real estate valued at 36,213 dollars, besides 330 acres of land. The building was executed in 1855-6, and is built of stone. The pupils are supplied by the institution with food, clothing and books, and by the provisions of the will the president of the college must always be a clergyman of the Protestant Episcopal church, while the institution itself must be under the control of the diocese of Western New York. Members of the school are appointed by the board of trustees. The children of parents belonging to the above church have the preference, and when once admitted are under the sole control of the trustees until they attain their majority. But to return to the Whirlpool—the basin in which it is contained is nearly circular, and, together with the waters, forms a very picturesque scene. The pool is formed by the pent-up action of the water, which, in its bewildered course to find an

outlet, is forced round and round the basin, and is finally ejected at the opening below, bounding away in frightful and tremendous plunges. We drove thence to the old railway suspension bridge, a noble and stupendous structure. It is the property of a stock company, and cost over 500,000 dollars, being of enormous strength. It forms the communication between Canada and the United States, and the railway cars of the Great Western and Erie railroads pass over it without causing the least vibration. The railway line is twenty-eight feet above the carriage way. We crossed this bridge to the Canada side, when we had an uninterrupted view both of the American and Canadian Falls, being almost in front of both. The American falls are about a quarter of a mile wide, and have a perpendicular height of 164 feet. The water flows over in a broad, billowy stream, and is thrown out by craggy points in a hundred places, so that it passes down in a snow-white drapery, the variety of which delights while it awes, and one almost forgets its immensity while contemplating its singular beauty. The great Horseshoe or Canadian Fall extends from Goat Island to the Canadian side, and is said to be about 2,400 feet wide, and 158 feet in perpendicular height. The curve of the Falls bears resemblance to the shape of a horse-shoe. At the Canada shore the water falls in white, feathery masses, and farther out towards the Terrapin Rocks, rolls down nearly in one unbroken volume. When the sun shines it adds much to the magnificent grandeur of the scene. In the afternoon, from 3 to 5 o'clock, there is always a broad bright rainbow to be seen, extending at times from the Horseshoe to the American Falls. Visitors can descend to

the bottom of the Falls by a spiral staircase on payment of a small sum. Having taken a parting look at the grand scene, I drove back, crossing by the new suspension bridge, which was built at a cost of 250,000 dollars, and is also owned by a stock company. The span between the towers is 1,268 feet, about 446 feet longer than the railway bridge, and it is 190 feet above the water. Two cables, composed of seven wire ropes, of 133 No. 9 wires each, support it. The weight of these ropes is said to be 9 lbs. per lineal foot, and the diameter of the cable is seven inches. The suspended portions of the cable weigh altogether 82 tons nett, and the breaking strain is 1,680 tons. Visitors who remain at Niagara on Sunday generally attend the service at the Indian village, about seven miles away. The Indian reservation is a tract of land granted to a remnant of the once powerful Tuscarora tribe some fifty years ago. From their village comes all the beautiful bead work seen in the fancy stores at Niagara. These Indians have two churches or meeting-houses. One is Baptist, the other Presbyterian. The tribe came originally from North Carolina, and is subject to the laws which govern the Six Nations. The head chief of all is Asa Thompson, and the chief of this particular tribe is named John Mountpleasant. The population of Niagara is about 5,000. It contains five churches, Methodist, Presbyterian, Episcopalian, Baptist, and Roman Catholic. There are two public schools, several private schools, and a Catholic academy. The Hotels, of which there are several, are excellent, the principal being the International, kept by Mr. J. T. Fulton, a very courteous and gentlemanly man. Having seen all I had to see, I left Niagara for Chicago in

the evening, crossing the suspension bridge into Canada, going west by the north side of Lake Erie, and proceeding by ferry boat (engine, train, and all) from Windsor to Detroit. Owing to the lateness of the hour, little of the Canadian side could be seen, but what was visible appeared to be better farmed than the American territory. Crossing to Detroit we found ourselves again in the United States, and, without making any stay, went on to Chicago, where we arrived on the morning of the 24th.

CHAP. II.

THE PACIFIC RAILROAD.

AUGUST 24th—I arrived at an early hour in Chicago, and rested for some time at the Grand Pacific Hotel, where I had breakfast, after which I waited on our agent, Mr. Brown, who kindly called with me on Mr. Kimble, the manager of the line to Omaha, from whom I was fortunate enough to obtain a free pass. Later in the day I went for a drive with Mr. Brown, and had a fine view of Lake Michigan, and its steamers and trading vessels. These last seemed to me really wonderful, being as large as our Atlantic ships. We also drove through the Park, which is beautifully laid out. Over fifty pic-nic parties had been enjoying themselves there, but a sudden thunderstorm had burst on them, putting them to flight, and they arrived in town, some distance off, thoroughly drenched. I dined at the hotel, and at 11 p.m.

left for Omaha, passing through a delightful country, and stopping about every seven or ten miles at the different stations.

August 25th—In the morning we stopped at Loudon, where I breakfasted. It is 117 miles from Chicago, and has a population of about 900 inhabitants. The houses are all built of wood, and the town is surrounded by a splendid grain-growing country. It has two schools, three churches, one grain elevator, four public halls, and many good business houses. At the guard's call, "all on board!" everyone got on the cars pretty quickly, as the moment the bell sounds the train starts. At 12·50 we arrived at Marshalltown, 289 miles from Chicago. Later on we had a stop of half an hour at Iowa, and at 8·25 p.m. another delay at Dunlap, 441 miles from our starting point. During our day's travelling the passengers seemed delighted with the country we passed through. For nearly two hundred miles we had a view of the prairie fields and the numerous flocks of prairie chicken. The ride between Chicago and Omaha is indeed rendered agreeable to the traveller, inasmuch as he has every convenience and comfort of a house. A splendid dining or eating car is attached to the train, and at any hour one can be served with hot or cold joints. The entire carriage is fitted up like a room in a hotel. There is a cooking apartment at one end, and breakfast, dinner, and tea can be served in a style equal to a first-class hotel. Double rows of tables run along the compartment, and there are four stewards or waiters in attendance. Wine, ale, and spirits can also be had from a well-stocked pantry.

August 26th—We arrived at Omaha, Nebraska, about one

o'clock in the morning, having travelled 492 miles from Chicago. The inducements to take land here are very great. It can be had for a mere trifle, about six dollars per acre, and the soil is wonderfully rich and productive. The occupation of government land is simple and easy. For example, let the intending purchaser go to Sioux city, Iowa, *via* the Chicago and North Western railway, and by addressing Col. B. F. Campbell, register, United States land office, Sioux Falls, D. T., he will be supplied with maps or plans, which will guide him to the unoccupied claims. Indeed, the Railway company have been for some time advertising 1,200,000 acres on the Omaha line of the Chicago and North Western, and on the Iowa division of the Illinois Central railways, at an average credit price of five dollars and six dollars per acre, and some few tracts near stations at higher figures; on short time, the principal payable one-fourth down, and the balance in two or three years from the date of purchase, with interest in advance each year at six per cent.; or on long time at ten per cent. advance of the short time price, payable one-fourth cash, and the balance in two, three, four, or five years, all at six per cent. interest. Maps and plans of the unsold lands of this company in any county, with a handbook and guide containing prices, locations, and all needful information, are furnished free on application to John B. Calhoun, land commissioner, 92, Randolph street, Chicago, or Cedar Rapids, Iowa. I put up at the Grand Central hotel on my arrival at Omaha, which is the great gateway through which the western tide of travel and immigration passes in search of pleasure or profit on those plains and mountains. It is the traveller's half-way house

and resting place. When it was first entitled to the honour of a post-office the story is told that the post-master used his hat as an office, from which he delivered the letters to those who were waiting anxiously for him, or chased and overtook him. But twenty years have passed since then, and Omaha possesses a post-office, one of the finest government buildings in the west, erected at a cost of 350,000 dollars. Its total receipts in 1875 were about $1,089,660·34, the number of letters and newspapers delivered was 1,313,649, and money orders were issued and received to the amount of 16,070 dollars. In 1861 the first telegram reached Omaha, and now it has 23 telegraph wires and 15 offices. There are 3,500 messages per day, and about 350,000 letters. Its school buildings cost 405,000 dollars, and, in 1875, 360,000 more was expended on new buildings and stores. Turning to the manufactories of Omaha, one finds 2,000 hands employed in them, chiefly in smelting works and distilleries, while 500,000 of brick was turned out last year. Utah fruit is largely imported, and there are very considerable exports of metals and buffalo hides. By the printed report it appears that, in 1875, 1,277 cars of bullion arrived from the west, besides 40 of ore and 4 of soda. The bank capital surplus of Omaha is reported to be 3,000,000 dollars, and perhaps the best idea of its enormous trade is gained from the statements of railroad transportation. The total number of cars of freight received from the east in 1875 was 10,045, of which above 3,689 were of coal, and 1,500 additional of grain from the west; while the freight paid by Omaha merchants in 1875 upon goods received for consumption was 744,248 dollars. The great mechanical wonder of

Omaha is its huge bridge, which spans the Missouri. The total length of the iron structure is 2,750 feet, and it comprises 11 spans, each span being 250 feet in length and elevated 50 feet above high water. Such are some of the principal statistics of the city, which counts but twenty years since it rose on the rich unopened prairie. I did not allow myself a long stay there, but, having had a rest at the hotel and breakfast, I went to see the agent of the Union Pacific railway, Mr. Kimball, and made my arrangements to proceed to San Francisco. I left at noon, having registered my luggage on to that place. Through vast plains of prairie land the train passed to Freemont, 47 miles distant, in the great Platte Valley, which extends over 500 miles; as far, in fact, as Cheyenne, at the west end of Nebraska. Proceeding along one saw prairie-grass as far as the eye could reach, and now and then flocks of prairie birds rose and scattered in startled flight. The plains are covered with grass and wild flowers all the year round, and here and there are seen fields of oats and wheat or acres of Indian corn swaying in the breeze. Herds of buffalo are also frequently visible in the distance. As we passed the stations along the prairie lands we fell in with numbers of Indians, who were allowed to ride free on the platforms of the cars. They seemed to be very numerous at Columbus, where we arrived at 4·25 p.m. The Pawnee and Buck tribes, with the Omehas and Sioux, are located about here, besides an occasional stray band from some other tribe. They make a livelihood by killing buffaloes, and selling their skins, which they make robes of in the winter, when the hair is found to be firm. Whole hours of the day are spent by these Indians

gambling in their tents, and at any time they are not to be trusted. The various tribes, as far as I could observe, are black. They paint their faces different colours, as light blue, bright red, and yellow, and some adorn themselves with alternate stripes of each. Their dress is generally an old blanket or old clothes obtained by barter, and their heads or hats are ornamented by any quantity of bright coloured feathers. Leaving Columbus, we passed several small stations during the evening, and at 10·50 p.m. arrived at Plumb Creek, where the battle was fought with the Indians while the railway was being built. In July, 1867, a train was ditched about four miles west of this station by a band of Southern Cheyennes, under a chief called Turkey Leg, who now draws his rations from Uncle Sam. They lifted the rails from the ties, raising one end of each rail about three feet above the line and piling up the ties under them, after which they firmly lashed all together with wire taken from the adjoining telegraph line. Their work being completed, they hid themselves in the tall grass, and waited for the train. Before it left Plumb Creek a hand-car, with three section men, was sent ahead as a pilot. It encountered the obstacle and ran into the ravine beside the line, bruising and stunning the men, so that they were unable to signal to the approaching train. When the car landed at the bottom of the ravine, the Indians rushed up. Two of the men whose injuries were slight, ran away in the dark, but the third, who was more stunned by the fall, was scalped by the savages. As the knife passed under his scalp, he seemed partly to realize his condition, and, in his delirium, wildly throwing up his arms, he snatched the scalp from the Indian who had

just lifted it from his skull, and succeeded in escaping with his life. He is now in the employment of the company at Omaha. The fated train came on without any knowledge of what had occurred in front. As the engine approached the ravine, its head light gleaming out through the darkness, the engineer, Brooks Bowers, saw that the rails were displaced, whistled "down brakes," and reversed his engine, but all too late to stop the train. The door of the fire-box was open, and the fireman, Hendershot, was in the act of adding fuel to the flames within when the crash came. He was thrown into the fire, and was literally roasted alive, nothing but a few of his bones being afterwards found. The engineer was thrown over the lever he was holding, through the window of his car, some twenty feet or more. In his flight the lever caught him, ripping open his abdomen, and when found he was sitting on the ground holding his protruding bowels in his hands. The carriages next the engine then took fire, adding to the horror of the scene, and the savages swarmed round the train, whooping and yelling in great glee. From the unburned cars they plundered everything, and loaded their mules, but vengeance was not far off. The Pawnee Indians, who were peaceable and friendly at the time, assisted the regular troops under Major North, and, having started on the scout, arrived at the scene of the disaster some short time afterwards. These sharp-sighted Indians soon struck the trail, and were informed that the attacking band were Southern Cheyennes. For ten days the latter had baffled every attempt to get at them, but at the end of that term they were found at Blackriver. When the order for battle was given, the Pawnees raised their war whoop,

slapped their breasts with their hands, and rushed on the enemy. The Cheyennes broke immediately, and fled in great confusion, followed by the others in hot pursuit. Then came the killing and scalping till night ended the chase, and, when the spoils were gathered, it was found that fifteen Cheyenne warriors had been killed and their scalps taken as trophies of victory. Thirty-five horses and mules were also taken, while, on the other hand, not a man of the scouts was hurt. The Pawnees returned to the camp with shouts and whoops and songs of victory, exhibiting their scalps with great joy. This victory put an end for a time to attacks on railroad trains by the Cheyennes. Other attacks, however, were afterwards made by the Sioux, resulting in loss on both sides; and in July, 1869, the same Indians made another attempt, which resulted in their loss of 600 head of horses and mules, all the tents of the tribes, an immense quantity of buffalo meat and robes, fifty guns of various kinds, 1,900 dollars in twenty dollar gold pieces, and many prisoners. So much for Plumb Creek, and Indian warfare. From the train as we passed along we could see thousands of prairie dogs on each side. During the night we called at a number of small stations, but I did not see much, as I took due advantage of my bed in the sleeping car.

August 27th—At eight o'clock in the morning the train arrived at Sidney, where half an hour was given for breakfast. Coming along towards this station I was surprised to see a local train with one of the carriages fitted up as a photographic establishment. This is a custom, I was told, throughout the States. Cars are fitted up for such a purpose, and are brought to different places on payment of a certain

sum. Since we left Omaha it was very sad to see the crops, especially the Indian corn, so very much damaged by the grasshoppers. Before I started from that place if one looked up while walking in the street he would imagine that snow was falling. The air was filled with those insects, and the sun shining through their expanded wings had just the appearance of snow falling in large flakes. The leaves of the corn stalks in many places were completely eaten off, trees were laid quite bare, and everything green in the shape of a leaf was eaten by them. We, however, escaped the immense clouds which passed south some two or three days before, at which time, I was told, the number of those insects was so very great that the passenger train was stopped by them. This may appear curious to the reader, but such is the fact. In some parts the line was covered with them to the depth of four or five inches, and they produced such a greasy substance that it prevented the wheels from acting on the rails until cleared away. The country seemed to be infested with them the entire way from Omaha, a distance of 414 miles. Sidney, our resting place, is close to the Rocky Mountains, and at an elevation of 4,073 feet above the sea. I breakfasted at the Railroad hotel, kept by Mr. J. B. Rumsey. This town is the nearest railroad point to the Black Hills, and the adjacent gold fields, to which there is an excellent waggon road, with wood and water convenient of access. Many gold seekers were proceeding there with their waggons as we passed. Sidney is also the point where Indians receive the government supplies which are allotted to them, and was formerly about one of the most unsafe places in this direction. History relates that not a small number of roughs have died

here "with their boots on." In December, 1875, there was found one morning hanging to a telegraph pole, a man who had shot another in cold blood and without provocation. He had been taken from jail and jailors, and hung up in this manner. The town has had a great deal of trouble with Indians; even after the trains ran regularly the Indians would ditch them for revenge, and kill all the employees they could find. Section men were always armed in case of attack. In 1869 the Indians attacked two of those men who had gone for water, and one of them was killed—his body being literally stuck all over with arrows. At the hotel here there are buffalo heads for sale, and little prairie dogs in cages. These little things seem quite tame, play with each other, and will eat out of your hand. They are of a light brown colour, and are about the same size and shape as a guinea pig. As we left Sidney, and passed along the vast plain, numberless little villages of those dogs could be seen. Hundreds of them locate themselves at short distances apart, and can easily be perceived, close to the line of rail, playing about their holes. They are fond of uttering a short yelping bark, like that of a young puppy, and, as a strange fact, a species of burrowing owl sometimes lives in the same burrow or hole, so that on one side of the little mound may be seen sitting the solemn-looking owl, while on the other squats the lively little prairie dog. Their curious mounds or burrows are of considerable dimensions, and are dug in a sloping direction, at an angle of 45 degrees with the surface of the ground. They have a descent of two or three yards, and then a sudden turn upwards, terminating in a spacious chamber. Besides the owls, rattlesnakes are said to be

occasionally found in those holes. The scene presented by one of those dog villages is very curious. The prairie dog is no less inquisitive than timid: on the approach of an intruder the little creature gives a sharp yelp of alarm, and dives into its burrow, its example being followed by all its neighbours. For an instant the village appears to be deserted; but soon their curiosity gets the better of their prudence, and their inquisitive little noses are seen protruding from their burrows to ascertain the cause of alarm or curiosity, which often costs them dear. They are remarkably tenacious of life, and, unless shot in the head, are sure to escape into their holes. If an attempt is made to shoot one from the train as it passes, away scampers the little dog, stomach so full that it touches the ground, and little feet running for dear life, as the swifter bullet ploughs up the earth beneath it. Some of the holes descend in a spiral form, and must be very deep. They are connected with long galleries, which have sharp angles, ascents, and descents to puzzle the pursuers. It is recorded that Lieut Pike had 140 kettles of water poured into one without dislodging the occupant. The Indians and trappers eat their flesh, declaring it to be fatter and better than that of the squirrel. But, to return to the railroad—as we called at the different stations along our route we fell in with large numbers of Indians, whose territories were close north of us, and arrived at Atkins about 12·30 p.m. The tribes have rarely molested the telegraph wires here, and perhaps the following incident may have much to do with their respectful and distant attitude. Shortly after the wires were erected the attaches of the telegraph company invited a number of Indian chiefs

to meet them at a given point, and from thence to travel, one party east and the other west. When they were 100 miles apart each party was invited to dictate a message to the other, and this was sent on by the wires. Then turning backward they rode rapidly towards each other, and two days later compared notes. They were greatly astonished and expressed their conviction that the "Great Spirit" had talked to them with the wires. They decided from that time that it would be better to avoid meddling with them. Soon after another occurrence took place which, in the minds of the Indians, seemed to settle for ever the fact that the telegraph belonged to the "Great Spirit." A young Sioux was determined to show that he had no faith in the connection of the "Great Spirit" with the wires, and set to work with his hatchet to cut down one of the telegraph poles. A severe thunder storm was going on at a distance, and a charge of electricity, which had been taken up by the wires, was passed to the pole which the Indian was cutting, resulting in his death. I may here insert a prayer of the Indians, which will give an idea of their feelings and longings, and the extent of their moral sentiments. It is a prayer to the "Great Spirit" by a Crow Indian :—

"I am poor; that is bad."
"Make me a chief; give me plenty of horses; give me fine clothing. I ask for good spotted horses."
"Give me a large tent; give me a great many horses; let me steal fine horses; grant it to me."
"Give me guns by cheating; give me a beautiful woman; bring the buffalo close by."
"No deep snow; a little snow is good."
"Give me Blackfeet to kill or to die; close by, all together."
"Stop the people from dying, it is good."
"Give instruments for amusements, blankets too, and fine meats to eat."
"Give the people altogether plenty of fine buffalo, and plenty to eat."

Having left Atkins behind, we arrived at Cheyenne about 1·40 p.m. It is about 516 miles from Omaha, and is on an elevation of 6,041 feet above sea level. Here we remained for 30 minutes for dinner. As the capital of Wyoming it is a place of some importance. Churches, a city hall, a court house, a public school, and even an opera house are all here, and no one would now know the place who had only known it formerly by its sweet smelling name of "Hell on Wheels." When we started from Cheyenne we had a splendid view of the Black Hills. We were now almost at the summit of the Rocky Mountains, and about this place passed through snow sheds of great length, here and there looking on numerous skeletons of animals in the desert place around us. About an hour after we left Cheyenne we fell in with the overland homeward mail, and stopped to exchange greetings. Steaming along through the Rocky Mountains we were shown at many stations quantities of moss agates, topaz, and garnets or mountain rubies, for sale. Variegated opals are sometimes found, but they are rare as yet, and valuable. There are also found in this vicinity petrifactions of wood and shells, which, when cut, polished and mounted, are splendid; amethysts, black and white onyx for cameos, and jasper. The latest reports from the gold fields in the Black Hills are of an enthusiastic nature enough to warrant the unprecedented rush of miners and prospectors. A statement is made, apparently of unquestioned accuracy, of an explorer in Spring Creek who, with three others and one day's sluicing, took 38 dollars worth of coarse gold, the pieces varying from three cents to three dollars in value. One man prospecting in Iron Creek, sixty miles farther off, took out

$23·67 from one pan of dirt. Mr. Allen, the recorder of mining claims, took from his claim four pounds of coarse gold in one month, and all reports agree in an average of seven to twenty-five cents per pan, which is equal to from seven to fifty dollars each man per day. The stream of emigration thither can hardly be adequately described. A traveller arriving in Cheyenne, from Custer city, states that he counted no less than 185 waggons *en route* to the Black Hills, and scores of gold-seekers depart daily. As we advance the snow sheds grow fewer, and the train passes now and then into deep cuts through red granite hills, on which are strewn massive rocks, sometimes so poised one on the other that you would imagine a touch would displace them. These mountains are full of deer, bears, wolves, cougars, grouse, and duck. The next important station on our route was Sherman, where we arrived at 3·50 p.m. It is about 550 miles from Omaha, and is elevated some 8,242 feet above the level of the sea. When the road was completed here, it was considered the highest railroad point in the world, but higher places have been reached in South America. The difference between Sherman and the last station in elevation is 2,201 feet, the average grade from Cheyenne being 67 feet per mile. All trains here have two engines attached to them, so that they may be easily controlled. Though the place is at such a great height, it was not cold, but we had frequent heavy showers, and a good deal of thunder and lightning. I took some American rye whiskey, noted as being good, when the train stopped here, at the greatest elevation on our journey across the continent, and we soon steamed off again, passing at times, as before, under the

snow sheds, but for which no trains could cross here in the winter. Some time after we left Sherman we came to Dale Creek Bridge, which is one of the wonders of the great continental route. It is built of wood, and is 650 feet long and nearly 130 feet high. During the evening we passed through portion of the Laramie Plains, which comprise an area of over two and a half millions of acres of the richest grazing country, and at 5 p.m. arrived at Laramie, where half an hour is allowed for tea. This "gem city of the mountains," as it is called, is one of the most promosing towns on the line, and numbers fully 3,000 inhabitants. It is 7,123 feet above the level of the sea, so that we have made a descent of 1,119 feet from Sherman. After our departure from Laramie we passed large herds of wild deer, which ran in all directions from the train as it steamed by. Night now came down; the car porter was asked to prepare our beds, and all retired to rest for the night.

August 28th—At an early hour in the morning our car steward called us to prepare for breakfast at the next station, Green River, where we stopped at 7·25 a.m. It is 845 miles from Omaha, and is about 6,140 feet above sea level. At this station some of the mountain lions are to be seen in cages, and a few fine specimens of the large black eagle. The country round is a complete desert. There are no houses to be seen except at the various stations, and, as in other places, numerous skeletons of different animals can be perceived lying at each side of the line. We found at Green River the first Chinese waiters attending at table, and very neat and clean they appeared. Fresh mullet seemed to be very plentiful, and we enjoyed some for breakfast. The

scenery along the banks of the river, which we had in view for some distance, is very fine, and the colour of the water, due to the green shale through which it runs, has a peculiar effect. On leaving Green River the railroad runs under the bluffs, of which the highest is about 350 feet over the river. We observed about here huts built under ground in many places, the entrances being lined with wood on both sides. We next arrived at Evanston, 957 miles from Omaha, and at an elevation of 6,770 feet above sea level. Chinamen began to increase as we proceeded to the westward. At Evanston they have a settlement, called China Town, where they have their "Joss" house, saloons, and residences, and raise their crops. The Coal Miners' Town is about three miles from here, and the adjoining mines belong to the Central and Union Pacific railway companies, and to Mr. Windsor. The Rocky Mining Coal company is the name of the corporation which supplies the Central Pacific with coal. In 1875 this company mined 98,897 tons, or 9,890 cars of coal. They have three mines open, and in one year not long since they mined 150,000 tons, or 15,000 cars. The Union Pacific, having other mines along their road, do not, of course, mine as much here as does the Rocky Mining company. The Wyoming Coal company have discovered a very valuable coal mine close to Evanston. The veins on the ground level are four and a half feet thick. Above them there are six feet of shale, then a ten-foot vein of coal, over that sandstone about five feet thick, then three feet of fire clay, capped by two feet of coal and alternate layers of fire clay and coal for twenty-six feet, then 125 feet of solid clay, and, lastly, sandstone, limestone, &c., to the top, which rises about 400

feet above the level surface around it. A shaft, which was sunk from the ground level, struck another vein of coal ten feet below the surface, and it is claimed that the coal it furnishes will give 50 per cent. of coke, which is the great demand of the smelting furnaces in the mining region of this part of the country. Here labour is cheap on account of the number of Chinese who have located themselves about the mining districts, and the Chinese are a very peculiar people, renowned for their industry and economy. They will live comfortably on what the same number of Americans would throw away. A great deal that they do is mysterious to us, but perfectly plain and simple to them. In their habits of eating, for instance, why do they use "chopsticks" instead of forks? "Same as Melican man's fork," said one as he watched its dexterous use. The principal articles of diet seem to be rice and pork, and they regret the great American fashion of frying, for which they substitute boiling. On the centre of a table or bench they place a pan filled with boiled rice, and to this each one of the "mess" will go and fill his bowl with a spoon or ladle. Returning, he takes his chopsticks (two slender sticks about the length of an ordinary table knife), and works them with his fingers as if they were fastened together on a pivot, like shears, lifting the bowl to his mouth every time he takes up the food with the chopsticks. The pork for a "mess" is cut into small pieces, and placed in one dish on the table. Each one helps himself with the chopsticks, or in other words, "they all dive into the dish for their pork." I expect that we shall see more of the Chinese as we reach the Pacific coast. They are spoken of very highly as a labouring class. It is a singular change

from the Indian to the Chinese. The former seem to have gone since we left Green River, not far from which is a burying tree, where they deposit their dead, for amongst the Indian tribes there are quite a number whose custom it is to honour their deceased with burial places on the tops of favoured trees. This is customary amongst the Comanches, Apaches, Cheyennes, and Kiowas, and the manner of it as follows. When an Indian is dead, his corpse is securely wrapped like a mummy; beside it is placed food, arms, tobacco, &c., which the spirit is supposed to want in its trip to "the happy hunting grounds," and the whole is covered with an outward covering made of willow. Both before and after this is done all the Indians celebrate the mourning, after which the body is placed upon a platform constructed in some old tree, usually a large cottonwood tree. The feet of the departed are carefully turned to the south, for there, as the Indians say, resides the "Great Spirit," and thither he is going. In some of their favourite groves as many as eight or ten bodies have been found in a single tree. We left Evanston at 1·50 p.m., and some time afterwards passed the celebrated Castle Rock. It is a huge square rock, the strata of which resemble a building with a large archway at the western end, and it stands on the top of a mountain. From our departure from Evanston until it grew dark, we saw the most wonderful scenery all along the line, especially in the deep cuts of the Rocky Mountains, over the snow-capped summits of which we noticed occasional eagles hovering. Before night we were steaming along a plain, by the side of a river, and caught sight of the rapids, and some straggling wood huts in small plantations. At about 6·30 p.m. we

shut off steam at Ogden, 1,032 miles from Omaha. There we remained for more than an hour, having to change cars and get tickets for other sleeping cars. After our departure we passed Salt Lake, over which the moon emerged from behind a black thunder cloud. Here was an awfully grand sight! Flash followed flash of lightning, and miles of prairie land on fire in the darkness northward illuminated the entire sky in that direction. We, however, were well provided for. The cars we got into at Ogden were nearly new, and to describe all their arrangements for the comfort of passengers would be almost impossible. The interior was beautifully fitted out with ebony and rosewood, and the seats were covered with red velvet. In the centre of the carriage was the saloon, about 36 feet long, in which there were parallel seats, facing each other, and holding two each, which could be drawn out to form a bed fully four feet wide. Over these on either side were the upper beds, equally large and comfortably, which when turned up to the sides formed a pretty paneled work of plain black and root walnut inlaid with gilt devices and a monogram, "C.P." The upper beds were placed over the saloon lower windows, and under the upper ones, between each of which there were handsomely decorated mirrors. The windows were generally double, so as to keep out the noise, and the blinds and bed curtains were of the most costly materials. Several handsome silver gilt lamps hung from the saloon ceiling, which was gorgeously decorated, and from one end of this apartment a door led to a ladies' private room, fitted in a similar manner. At the end of the latter was the ladies' toilet, provided with all the requisite conveniences, and at one side a passage led to the smoke-

room which was about eight feet square, and was fitted for a sleeping-room in case of need. It was generally occupied, and a Yankee yarn was frequently spun there to the amusement of the hearers. The gentlemen's toilet was at the other end of the saloon, and there they could wash and dress, the steward always taking care that plenty of clean towelling was at hand. So far I have tried to describe an American railway carriage. Names and numbers were tastefully printed on all, and more than one of the sort is attached to each train for first-class passengers. Ogden, which we have just left, is a place of considerable importance. It contains about 6,000 inhabitants, and is the second city in size in the territory of Utah. The upper part is pleasantly situated on a rising ground near the mountains, and from thence there is rather an abrupt descent to lower Ogden. It is the last town on the Weber river before it empties itself into the Great Salt Lake, and is named after a Mr. Ogden, an old mountaineer, who lived and died near the place. Large iron works are in operation there, and silver has been found in some quantity on the adjoining mountains. The Utah Central railroad has its terminus here, and it was with regret that I abandoned my intention of visiting Salt Lake city, but the date at which the steamer was to leave San Francisco would not permit me, however desirous, to make any delay. I should have much liked to have seen the place where Brigham Young and his weary band of pioneers arrived in 1847. It was then a dreary waste, but was a fine site for the city, which now lies on a bench of gradual slope, extending from the Wahsatah mountains, which tower up behind it on the east, to the river Jordan, which bounds it on the west. It is recorded

that, when the pioneers came within a few days' march of the place, Orson Pratt and a few others went ahead of the party "to spy out the land," and select a place for camping convenient to wood and water. On the 22nd of July he rode over this valley with his companions, and, returning to the main body, reported the results of their observations. On the morning of July 24th all arrived at the top of the hill, overlooking the site of the city and the valley beyond, and were enchanted with the scene. They gave vent to their joy in exclamations of thanksgiving and praise to Almighty God, firmly believing they had found the land of promise, though it did not flow with "milk and honey," and the "Zion of the mountains," predicted by ancient prophets. The Mormons are great on literal interpretation, and with them the Bible means exactly what it says. They had reasons, however, for being enchanted. From the cañon through which they entered the valley, the view was simply magnificent. The Great Salt Lake glittered like a sheet of silver in the rays of the morning sun; the towering peaks of the mountain ranges, crowned with clouds and snow, lifted themselves towards the sky, and the valley, through a desert, was as lovely to them as a June rose. The party camped on a small stream southwest of the Tabernacle, and proceeded to consecrate the entire valley to the "Kingdom of God." On the 28th of the same month the ground for the temple was selected, a tract of forty acres, and a city two miles square was laid out. Streets eight rods wide were staked out, and the blocks contained ten acres each. Orson Pratt took observations, and determined the latitude and longitude of the city. A large number of this pioneer party, having planted their crops,

returned for their families, and the last expedition for that year arrived on the last day of October, when they were received by those who had remained with demonstrations of great joy. Brigham Young went back with the returning party, and did not find his way again to "Zion" until the next year. After the city had been founded, emigration from foreign countries, which had been suspended, was re-organized, and large numbers poured into the territory. The city grew and the people spread out over the territory, settling every availing spot of land, and thus contributing to its prosperity. I wish I had had the opportunity of seeing and describing this wonderful city and the blooming country round it, but still the subject deserves a few words more. Salt Lake city is now a very flourishing place. It abounds in all kinds of fruit, flowers are abundant, and vegetables are wonderfully prolific. It is said that it now contains over 30,000 inhabitants. Many parties owning and operating mines there make the city their place of residence, and some have invested in real estate there. It was the opinion of a wealthy capitalist, a gentleman operating mines, that in ten years the city would number 250,000 people. Doubtless the silent influence of the "Gentiles," and the moral power of the nation will have and has already had an effect on the Mormons of the city which will soon be felt throughout the territory. The discovery and development of the mines will largely increase the "Gentile" population, and their influence will each year be more powerfully felt, so that I question whether Mormonism will be strong enough to withstand them. Several newspapers are now published in Salt Lake city, viz.:—the *Daily News*, *Daily Herald*, *Daily Tribune*,

Mail, and *Utah Weekly Miner*. Towns and villages of Mormons have sprung up in many places about the Salt Lake, and are rapidly increasing. The Sabbath is their great day for re-union, for then the people turn out *en masse* to the Tabernacle or other places of worship. In the church services no one knows who is to preach or what is to be the subject until the speaker rises. A person who has resided for some time in Utah city says that in the great Tabernacle one will hear sermons or advice on the culture of Sorghum, on infant baptism, on the best manner of planting cabbages, on the perseverance of the Saints, on the wickedness of skimming milk before its sale, on the price of real estate, on teething in infants, on the martyrs and persecutions of the church, on olive oil for measles, on ordination of the priesthood, on the character of Melchisedec, on worms in dried peaches, on abstinence from tobacco, on chignons and twenty-five yard dresses, on plural marriages, and terrible denunciations of the Gentiles and the enemies of the Mormons, &c. The Sunday-school celebrations are always enlivened with such songs as "Home, sweet Home," and the schools are generally decorated with such mottos as "Utah's best crop, 'children.'" The city Mormons are fond of the theatre and of dancing; and as their president is both the owner of the theatre and its largest patron, they consider his example highly judicious and exemplary, so that it is crowded on all occasions. So thoroughly and implicitly have the masses of the Mormon people been led by their chief, that no one must be surprised to find that they are firm believers in and obedient servants to all the doctrines and orders of the church. They believe just as they are told.

Whether Mormonism be a religion or not, yet candour must confess that if it fails to give and preserve peace, contentment, and purity; if it makes its followers ignorant, brutal, superstitious, jealous, abusive, and defiant; if it lacks gentleness, meekness, kindness, and courtesy; and if it brings to its homes sadness and discontent: it cannot be that true religion which exists alone by sincere trust in Christ and love of heaven. If in all its doctrines, services, sermons, prayers, praise, and church-work, it fails to give the soul, that seeks after rest, the refreshing, comforting peace it needs, it cannot be everlasting.

August 29th—About 7 a.m. the passengers began to show themselves, and I had the good fortune to be one of the first clear of the lavatory, dressed and enjoying the air on the platform when we arrived at Halleck, a station about 630 miles from San Francisco, and at an elevation of 5,330 feet above sea level. There are scarcely a dozen huts here, and those are chiefly occupied by Indians, some of whom got on the platforms of the cars to go some distance, and were followed by squaws, who apparently came to see them away. The mountain tops were covered with snow, and the low country around was desolate, nothing growing but grass, weeds, and bramble. We were now in the great American desert of Nevada, and the traveller, while passing over this portion of the road, can form some idea of its utter barrenness and desolation, and the great sufferings of those who have attempted to cross it without adequate preparation. Onwards from Halleck we passed through the desert, and at 11·30 arrived at Elko, 606 miles from San Francisco, and at an elevation of 5,063 feet. Prices of meals along the line

were increasing, and here we were asked 1*s.* for a small tumbler of milk. Paper money is not considered proper payment here. I asked for the change of a twenty-dollar note, and could not get more than eighteen for it, no paper money being distributed or considered a legal tender in California. Elko, which rejoices in a number of mineral springs, is a growing town, and is frequented by Indians, chiefly Shoshones, who hover around the cars, and beg. They bedaub themselves with paint, and strut around with feathers in their hats in true Indian style. The land around is very desolate, and there is nothing to be seen but weeds, except at the various little stations, where the Indians seem to have charge of everything. They filled the platform on our arrival, and some of the women carried children on their backs, lashed in what is called a papoose, at full length, the face turned outwards, and the head covered with a hood. One of the passengers gave a mother a small coin, and, on lifting the covering from the child's face, a young Indian, quite black and bright-eyed, stared him in the face, apparently surprised at the white man's appearance. At the call of the guard, "all on board," every one took his place, and we steamed along through the valley of the Humboldt, which widened for a few miles, and then gradually grew narrower. We were close to the bluffs, and now and then, almost over our heads, towered irregular peaks and turrets, where the storms had washed out the softer portion of the ledges. Passing Carlin station, and a few smaller places, we were soon in the Alkali desert, which is one of the most forbidding and desolate of all the dreary wastes to be seen in this section of the country. We were obliged to close windows

and doors to prevent sore faces, the Alkali dust flying about thickly, with a strong oppressive smell. Very many have perished here when travelling, and horses have been frequently lost. Now, however, water is obtained from the artesian pumps at the stations, and travellers proceeding with their wagons to the gold fields are always supplied. Before we came to this desert, I witnessed an amusing scene on the platform at the last station. A lady passenger got out, and was walking up and down with her husband, when a number of Indian women were seen watching her. It seemed that some of the appendages of her dress behind had got inflated with the mountain breeze, and the women set up a curious yell and laugh, pointing and drawing attention to it. On perceiving their demeanour, the lady hastily took her seat again in the car. Our line of route to Winnemucca lay still through the desert, and neither houses nor plantations were to be seen until our arrival at that station. It is about 463 miles from San Francisco, and is named in honour of the chief of the Piute tribe of Indians. The name itself means "chief," and is given to any member of the tribe who holds that office. The Piutes are divided into several bands, and each is under a chief they call "Captan." Winnemucca now is about seventy years old, and lives on the Malheur reservation, in Oregon, a reservation occupied by the Piutes and Bannocks. He is very much respected, almost worshipped by his dusky followers. The town is the county seat of Humboldt county, contains a courthouse and schoolhouse, but no churches, and trades largely in cattle and wool. It numbers about 1,200 inhabitants, amongst whom are some Indians and a considerable number of Chinese. Looking

from the railway platform across the river to the right I could see Winnemucca mountain, and on the left the lofty peaks of the Franklin Range, while as the train started and passed westward I was pointed out the isolated summit of Black Butte, standing out in bold relief from a distant mountain range. There is little of interest between Winnemucca and Humboldt, which is a regular station for meals. I was delighted with this spot, which reminded me that I was again in a land of cultivation. Here I saw the first growing trees since I left Ogden, and the green grass, shady bowers, and fountains were a pleasure to the eyes, tired with looking on the interminable weeds and sage brush of the desert. The experiments carried on here have been most successful, and Humboldt stands in the midst of the barrenness and desolation of the Great Nevada Desert, a very green oasis. The proprietors of Humboldt House have succeeded in raising all kinds of vegetables in abundance—wheat, corn, and fruit trees. Their enterprise has planted fine gardens about the house, and sown grass seed, which has sprung up luxuriantly in all directions. In this locality, along the line from Piute, the Piute Indians are said to bury their dead. Amongst this tribe there seems to be a very irregular custom in reference to the disposition they make of their deceased. When one of their number is sick the services of a medicine man, as he is called, are availed of, and all his arts and skill are exhausted to effect a recovery if possible. He goes through a system of contortions that would rack the frame of a white person till it was disjointed, makes passes with his hands over the body of the sick man, and keeps up a continual howl that must grate very harshly on the nerves of a sensitive

person. Amidst these motions, and groans, and passes, the victim to disease lingers, until death puts an end to his sufferings. When the final dissolution has taken place, the body hardly has time to become cold before it is wrapped in a blanket or old clothes, and preparations are made for the burial. This is done in secret, and, strange as it may appear, though many have died since the advent of the whites into this country, not a single person, so far as we could learn, knows of the burial-place of a Piute Indian. The Indians scatter in small parties, some of which, it is supposed, dig a grave, or perhaps several of them; and, though their actions may be closely watched, they manage in some manner to spirit away the body, and conceal it so completely in its final resting-place that its location is unknown. Whether the immediate relatives of the deceased are made acquainted with the burial-place cannot be learned; but, from the fact that all traces of the grave are obliterated from human view, it is probable that they are not. Another singular custom amongst them is to remove the tent, or "wick-ee-up," at once, as soon as the body has been taken away. They claim that an evil spirit has cursed the spot, and that it would be dangerous for them to remain in the "wick-ee" or on the ground where it stood any longer. They hasten on this work as if actuated by the greatest fear, and ever afterwards seem to regard the place with suspicious awe. Here at Humboldt I was able to purchase a San Francisco paper of the previous day, and I found by it that the steamer "Great Republic" would sail from that port for Japan on the 1st of September. Leaving the station behind us we steamed again with closed windows through the Alkali desert.

August 30th—I got up at 5 a.m., and we were passing through a delightful country, diversified with valleys and forests, in which towered trees of enormous height. The scenery was indeed grand, but I was prevented from seeing as much of it as I would wish by the frequent snow sheds we had to pass through. About 6·30 a.m. we arrived at Gold Run, in the centre of the gold fields. The guard, however, informed me these fields had been run out, and abandoned some time since by gold seekers. Looking from the station one could perceive evident signs that he was emerging into a more open and cultivated country, and over the Bear River cañon, on his right, he could trace the thin outline of the Sacramento River. Having left Gold Run, the train stopped a few minutes at Cape Horn, where the scenery is certainly not equalled in the entire world. The place is the rounding of a mountain where the railroad clings to a precipitous bluff, at a point nearly 2,000 feet above the river and far below the summit. The first foothold for the daring workman on the narrow ledge here was gained by being let down with ropes from the top. The railroad at this point is a rare achievement of engineering skill, genius, and daring on the part of its bold projectors, and the view is magnificent. The wonderful chasm is almost frightful to behold, the houses and even fields in the valley beneath are little things, and the buttresses to the deep water-gate are so enormous that the large cañons are as indistinct as lines of masonry. Wild galleries open back among the higher mountain peaks, and in the farther distance the dimly outlined rugged forms stretch away in a vast sea of pine, peak, and snow. The road-bed, to one looking down, is

apparently scooped out of perpendicular rock, and overhangs the great abyss; and, to one gazing upward from below, it seems like a long skein of grey thread wound round the cliff. As we steamed along from Cape Horn we had a fine view of the great American cañon, and some 2,000 feet below us flowed the quiet waters of the American river. About 7 a.m. we arrived at Colfax, where we were allowed half an hour for breakfast; but it is not one of the best resting places on the line. Nearly all the passengers complained of high prices, a second-rate breakfast, and bad attendance. Leaving Colfax behind, we steamed along, getting glimpses of the Sacramento valley now and then, and at 9·30 a.m. stopped at Junction station, where I purchased a San Francisco paper, on which were our names, which had been telegraphed on the previous day. The country, as we proceed on our journey, appears to be very productive, producing hops, grapes, and all kinds of vegetables, and I noticed some fine vineyards and Chinese gardens in the rich deposit of the American river, as we approached Sacramento, where we arrived at 10·35 a.m. We stopped here for twenty minutes, so that we had ample time to stretch our legs on the platform, and take some refreshment. The population of Sacramento is about 20,000, and, from the glimpse I had of it, I could well perceive that it was a "city of beautiful homes," as it has justly been called. Lovely cottages are here, surrounded by flowers, fruit trees, and vines, and elegant mansions stand in the midst of grassy lawns, or gardens filled with the rarest flowers. The orange, fig, lime, and palm flourish, and the air is laden with nature's choicest perfumes. The broad streets are lighted with gas, and the houses are

supplied with water from the Sacramento river. Amongst the more prominent buildings are the court-house, the Odd Fellows', Masonic, Good Templars', and Pioneer halls, the Christian Brothers' college, the churches, and the capitol. The last-mentioned building was modelled after the old capitol at Washington, and has the same massiveness, combined with admirable proportions and rare architectural perfection and beauty. Its front is 320 feet long by 80 feet high, and above that the lofty dome rises to a height of 220 feet, and is then surmounted by the Temple of Liberty, and Power's bronze statue of California. The lower storey is of granite, and the other two are of brick. The rotunda is 72 feet in diameter, and the great dome is of iron, supported by 24 fluted Corinthian columns and 24 pilasters. Above this rises a smaller dome on 12 fluted pillars. The city itself lies half concealed in the luxuriant verdure of semi-tropical trees, and around it spread highly-cultivated farms, wide extended plains on which feed thousands of sheep and cattle, long winding rivers, and landlocked bays, while far away to the eastward the rugged sierras raise their snowy summits into the clear blue sky. The industries which already give the city prominence, and which are not directly connected with the railroad, are more than can be mentioned. Among them are woollen mills, carriage, wagon, and furniture factories, and several flour mills, one of which, the Pioneer, is the largest in the State, and is capable of producing 600 barrels of flour and 950 tons of barley per day. Wineries have also been permanently established, and are productive. Below the city an active trade is carried on with steamers and sloops. A daily line of the former run to San Francisco,

a distance of about 108 miles, along a picturesque river. The next place of any importance that we stopped at was Stockton, which is about 91 miles from our destination, and is the county seat of San Joaquin. It is two miles from the San Joaquin river, at the head of Stockton Slough, which is navigable at all seasons for vessels of 250 tons. Its water supply is from an artesian well, of the extraordinary depth of 1,002 feet, which gives 300,000 gallons of pure water daily, the water rising 11 feet above the surface of the ground. The best route to the Calaveras grove of big trees is *via* Stockton. To go direct to the Calaveras grove you take car from Stockton about noon, and you will arrive there at 6 p.m. on the following day. There are several groves of big trees, but the tourist can only find accommodation at the Calaveras and Mariposa. In these two groves there are prostrate trunks one-sixth larger than the largest living trees, which enable one to realize the enormous size of these forest giants. As the tourist will probably see one of these two, it may be well for him to note that

	In the Calaveras grove.	In the Mariposa grove.
The number of trees is	93	600
Diameter of largest	33 feet.	33 feet.
Circumference of largest living tree, six feet above the ground ...	61 feet.	90 feet.

The largest tree yet known in any of the groves is on King's River, 40 miles from Visalia, and is 44 feet in diameter. The Calaveras grove, which was the first discovered and opened to tourists, has a first-class hotel, and has been long and well known. Private teams for the big trees may be had at Stockton; but, unless one's time is absolutely un-

limited, the public conveyance is generally chosen. By relays of horses this hurries one over the dry plains, and once in the midst of the charming scenery of the hills one can tarry at pleasure. The most notable trees in the Calaveras group are the "Father of the Forest," which measures 435 feet in length, and 110 feet in circumference,

Mother of the Forest...	321 ft. high ;	90 ft. in circumference.			
Hercules	320	„	95	„	„
Hermit	318	„	60	„	„
Pride of the Forest ...	276	„	60	„	„
Three Graces... ...	295	„	92	„	„
Husband and Wife ...	252	„	60	„	„
Burnt Tree	330	„	97	„	„

There are others also of very large dimensions, called "Old Maid," 'Old Bachelor," Siamese Twins," Mother and Sons," and the Two Guardians." Passing on from Stockton, we steamed through highly-cultivated lands and rich valleys, and about 5 p.m. arrived at Oakland, having accomplished a long and tedious journey of 3,350 miles since we left New York on the 22nd of the month. On our arrival we embarked on board a ferry steamer, which lay alongside a timber wharf that ran about two miles into the sea. The train steamed out on this, so that the passengers got on board with very little difficulty. Oakland is a large and growing city, which last year contained a population of 20,000; and, as a sign of its increasing magnitude, I was told that in the present year there were 1,200 new buildings in process of erection, and that a quarter of a million of dollars were to be expended in the erection of a court-house and jail. About 6,000 dollars is expended every month on the public schools, and

property to the value of nearly 210,000 dollars is owned by the department. The university here is open to students of both sexes, and tuition is free. The number of students exceeds 200, and by special law the sale of intoxicating liquors is forbidden within two miles of the university. There are in Oakland sixteen houses of worship, of which some are elegant and costly. The First Presbyterian church has recently dedicated a new church building, which cost over 60,000 dollars. Seven newspapers are published here, of which three are daily, and the rest weekly. Our voyage from the wharf to San Francisco occupied about a quarter of an hour, and I, with several others, drove at once to the Palace hotel, where I had a late dinner, and got to bed as soon as I possibly could, feeling completely done up after my eight days shaking in a railway carriage.

CHAP. III.

SAN FRANCISCO TO YOKOHAMA.

AUGUST 31st.—I had arranged with some of my fellow-passengers on the previous evening that we should form a company and hire a carriage at an early hour next morning to drive out to Cliff House before breakfast. The cost of a carriage for this excursion is ten dollars for four persons, or 65 cents if the omnibus is taken. I rose betimes, a car belonging to the hotel was in readiness, and we drove through a considerable portion of the city, visiting the city park, which was being laid out very tastefully. It contains about

1,100 acres, and, when the thousands of trees planted in it have grown, and other improvements in progress are carried out, it will undoubtedly rank amongst the most attractive city parks in the States. The road to Cliff House, where we arrived in about an hour, is unsurpassed as a drive. The house stands on the very edge of the cliff overhanging the sea at the south side of the harbour, which is a noble one and large enough to float all the navies in the world. It is about seventy miles long by fifteen broad, and is entered by a narrow channel not more than a mile in width. On one side of the entrance an abrupt promontory is crowned by a lighthouse, and on the other side a fortification of some strength stands on a shelving point of land, which runs still farther out, and is called Fort Point. The channel immediately between these is termed the Golden Gate. Looking from Cliff House we were astonished at the appearance presented by some small islands, about sixty fathoms from the shore. I should more properly call them rocks, as they exposed scarcely any surface. On these we saw hundreds of sea lions basking in the sun and playing with each other, while some were stretching out their necks, lifting their heads, and roaring like the ordinary lion. Numbers of seals were also to be seen splashing into and out of the water. The sea lion is, however, a different sort of creature, and is of a much larger size. There is one now kept at Woodward's gardens, in San Francisco, which weighs upwards of a ton. It is of a light brown colour, and is covered with hair as far as the shoulders. The lions on the rock nearest to us seemed, from the perpetual roaring they kept up when we were looking on, as if something very particular was going on.

Just at the moment a huge monster came out of the water, crept up the rock, and lay down in a place which he seemed to know well. The others then grew quiet, and followed the big fellow's example. A byestander told me that this monster was called "Ben Butler," and regularly visited the rock at the same hour, his place being always ready for his repose. Had time permitted we would have remained longer to see this wonderful sight, the rocks being almost completely covered with those animals, with which no one is allowed to interfere, the local authorities considering them as one of the wonders to be seen by strangers visiting the place. On returning to San Francisco I spent the remainder of the day in making my arrangements to leave for Japan on the following morning in the steamer "Great Republic." In the evening I did not feel myself very well, and retired to my room at an early hour.

Sept. 1st.—I came down early to breakfast. The passengers' luggage was being sent to the steamer; and, having settled my account, I left to go on board, paying two dollars and a half for a few minutes drive to the vessel. The charges for everything in San Francisco are almost incredible. Cleaning shoes costs half-a-dollar (two shillings), room and table at hotel, five dollars a day, and one has to pay about twelve shillings for a conveyance for an hour. I had the curiosity when passing a tailor's shop to ask his prices for clothes. He charged £3 for a pair of common tweed trousers, about £9 for the suit, and from £13 to £15 for an overcoat such as could be got in London for about £5. The city itself is regularly laid out, contains about 275,000 inhabitants, and is built on seven hills, covering a territory

of forty square miles. The streets are mostly seventy feet wide, cross at right angles, and run almost north and south. They are all numbered from the city front, one hundred numbers being allowed to each block after the first, to which only ninety are assigned, and the even numbers are always on the right hand as the numbers run. There are a few avenues, but they are usually short and narrow. The heavy wholesale business of San Francisco is done along the water front, and markets are scattered through the city. The Central and Californian markets are worth visiting, and display all sorts of market produce in rich profusion and perfect neatness and order. California Street and Montgomery at their junctions are the great resort of the crowd dealing in stocks. All sorts of men may be seen there, between 9 a.m. and 6 p.m., hovering around quotations displayed on various brokers' bulletin boards, and talking mines, for speculation centres here in mining shares. The side walks throughout the city are wide, and are mostly of wood. Wooden pavements are retained in many streets, but are lately giving way to cut stone, which, however, has to be brought a long distance at great expense. The water supply comes chiefly from reservoirs in the Coast Range mountains, south of the city, and is controlled by the Spring Valley Water company. The rates are double and treble those of New York, and are payable in advance. Many families pay more for their water than for their bread. Of the public buildings the only one that is finished and in use is the mint, which is well worth visiting. The machinery here is believed to be unapproached in perfection and efficiency. Visitors are admitted between 10 and 12 a.m. When I went to see

it I was at once shown around by a conductor, who seemed only anxious to gratify the wishes of everyone by explaining the different processes gold and silver went through until brought out in dollars, half-dollars, and twenty-dollar gold pieces. This I was able to see in the different departments as I went through. In fact I saw the ore, which arrived from the mines, weighed, the usual receipt being handed for it, and the entire process of extracting the gold and working it into coin. The hotels in San Francisco are the largest in the world, and of these buildings the Palace hotel is the most spacious. All the religious denominations are well represented, and there are some fine places of worship throughout the city. The Synagogue, the First Congregational Church, and Saint Patrick's Cathedral, are the most noticeable. Looking at the private houses, one is particularly struck by the large number of bay-windows, which are a distinctive feature of San Francisco architecture. The country immediately around is not wooded, and possesses little of nature's loveliness, the entire peninsula on which the city stands being sandstone covered with sea sand, which makes itself unpleasantly felt during the windy season. Chinamen are a prominent feature of San Francisco, and are considered excellent servants, but great prejudice exists against them, especially amongst the working classes. One of the most noticeable characteristics of the social life there is the large number who live in fashionable boarding houses, and the stranger is astonished at the many restaurants and furnished lodgings he sees. Doubtless this mode of living enables one to make a better appearance socially, and this is no small consideration in the States, where the spirit of

ostentation is so general. The climatic features of California are in many respects peculiar. During eight or nine months cold winds from the Pacific prevail. These are followed by the rainy season, and in the interval between rains and summer winds there is a period of variable duration, when the sky is clear, the air balmy, and the sun genial. Mental invigoration and work are much conduced to by the climate of San Francisco, which induces no perspiration, and by the damp aggravates rheumatic and neuralgic affections. Malaria is found among the low lands, but the elevated places are entirely free from it. It may, however, safely be said that there is such a variety of climate within a day's journey of San Francisco, that the invalid may be sure of finding somewhere on the Pacific coast whatever natural advantage will be most beneficial to his case. Having driven through the city, I went on board the steamer "Great Republic," and we steamed away from the wharf about noon, as soon as the mails had arrived. As we left the harbour there was very little wind, and the sea was quite smooth. We dined at six o'clock that evening, and in a short time afterwards I retired for the night.

Sept. 2nd—Barometer at noon, 30·20 : distance run up to noon, 184 miles : course steered, north, 85 west. We were favoured by remarkably fine weather, and a moderate breeze in the early part of the day. Our floating home, the "Great Republic," which will only take us as far as Yokohama, is a wooden-built vessel, with three masts, barque rigged, and propelled by paddle wheels. The following are her dimensions:—

Length...	360 $\frac{3}{10}$ feet.
Beam	47 $\frac{4}{10}$,,
Depth round stern and plain head ...	22 $\frac{3}{10}$,,

THREE DECKS.

2,400 $\frac{87}{100}$ tons under tonnage deck.
1,036 $\frac{4}{100}$,, between decks.
445 $\frac{49}{100}$,, enclosures on upper deck.
Total, ... 3,811 $\frac{88}{100}$ tons.

CONDENSING BEAM ENGINE.

105 inches diameter of cylinder.
25 feet stroke.

She was built in 1867, and is made to carry 132 cabin and 1,076 steerage passengers. The following is the list of passengers now on board :—

Enrico Pino, for Yokohama ;
G. B. Viola, ,,
P. Sacatelli, ,,
W. D. Seymour, ,,
Robert Lilly, ,,
Miss Doig, ,,
Miss Martin, ,,
Miss O. Whiting, ,,
Rev. J. Ohlinger, ,,
Mrs. Ohlinger, ,,
James Ashbury, ,,
Dr. G. Cole, ,,
G. Toussarowni, ,,
Leighton Parks, D.D, ,,
Mrs. H. M. Perkins, and infant, ,,
C. Jordan, for Yokohama ;
R. B. Bowler, ,,
J. M. Robinson, ,,
P. H. Lovering, ,,
J. H. C. Coffin, ,,
C. J. Badjer, ,,
Mrs. E. A. Sargeant, and infant, ,,
Mrs. J. Jamieson, for Shanghai ;
Miss May Clarke, ,,
Count di Monale, ,,
W. Kolequin, ,,
H. O'Hara, for Hong Kong ;
F. E. Foster, ,,
Mrs. Foster, ,,

and in the steerage there are three Europeans and two hundred and fifty-three Chinamen. The vessel is commanded by Captain Cobb, and her daily consumption of coal is 45 tons, giving her an average speed of seven and a half or eight miles an hour in moderate weather. Amongst the passengers I found Mr. Ashbury, owner of the yacht "Cambria," which won the ocean race from Queenstown to New York against the American yacht "Dauntless," and his friend Dr. Coles, who is travelling with him. There are many Italians also on board and a number of Americans,

altogether a goodly company. I must, however, say that the first part of my voyage in the "Great Republic" was not very pleasant. Yesterday evening, which closed another birth-day, I was obliged to give in to a very severe attack of rheumatism, from which I suffered during the whole night. This morning after breakfast I had a visit from the captain, the purser, and Mr. Ashbury, who remained and chatted with me for some time, giving me an account of his success in having been returned M.P. for Brighton as a conservative. Curious to relate, one of the first persons he met on his arrival at the hotel in San Francisco was Mr. White, the liberal ex-member, who had been unseated in his favour. Yachting and other matters were talked about, and a pleasant hour passed away. During the day I was visited by the barber, who seems to have an excellent berth on board, and certainly has no want of space for his calling, his apartments reaching quite across the after end of the saloon. They are furnished very neatly, containing a store of different things for sale, such as cigars, tobaccos, soaps, scents, &c., and the saloon passengers frequently seek an opportunity to hear the barber's news, which is always of no small amount. I asked Mr. Crossfield, on entering to be seated, and he gave me a sad account of what he had suffered from rheumatism for many years. He had just come, he added from the captain, who had got a sudden attack of lumbago. All this quite coincided with the published "Hints to Invalids," which refers to this climate as being bad for rheumatic patients. Returning to Mr. Crossfield, I must first remark that he was a coloured gentleman of not a very light shade, and not very young in years, being 62, as he told me, on his last birth-day.

He gave me his pedigree, and said that his father was a Scotchman, born in Glasgow, and his mother a black. The former, he added, died three months before he was born, and his mother lost some property which she possessed at Washington by the intrigues of some white gentlemen, friends of her husband, and was left in great distress. During nine years my informant supported her, and it was only a short time since he had buried her at San Francisco. He also mentioned his numerous passages to Japan, India, and China, and spoke of the exchange of days in crossing the meridian of 180. Our conversation was finally brought to a close by the dinner hour, and Mr. Crossfield, being one of the carvers, was obliged to leave, assuring me at the same time that he would not forget to send me a choice cut of the roast beef which he always had charge of. He was as good as his word, but unfortunately I was unable to do justice to what he sent me. Night fell here early, and having lain for some time thinking of past years, the memory of which will obtrude itself in such unoccupied hours, I settled myself to sleep. I rested, thank God, without much pain, and awoke at daybreak to behold through my cabin windows the beauty of creation in the Pacific Ocean.

Sept. 3rd—Bar., 29·90 : lat., 37° 56; long., 129° 48 : distance run, 180 miles : course s. 89° west. In the morning the weather was moderately fine, the sky cloudy, and the sea smooth. I read morning service and scriptures in bed, and breakfast was brought to me by the steward, an Irishman, who told me that all his under stewards were Chinese. Church service was read in the saloon by the doctor, and many of the passengers attended. It was pleasant to find

that divine service is held on board the American steamers, as it is in the English. I had another friendly call from Mr. Ashbury afterwards. He remained for some time, and was kind enough to lend me Henry Brougham Lock's interesting narrative of occurrences during Lord Elgin's second embassy to China. At dinner hour the steward brought me a plate of chowder, a dish I had not seen for forty years. It is made to perfection only in Newfoundland, where the component parts, fresh cod sounds, heads, tongues, oysters, corned pork, chicken, and game, are easily procured. All these boiled together, with the necessary spices, make a splendid savoury dish called chowder. Having enjoyed this, and finished my dinner, I chatted with Mr. Ashbury until near midnight, when I retired to rest.

Sept. 4th—Bar., 30: lat., 37° 39; long., 133° 10: distance run, 165 miles: course s., 84° west. The wind blew from the north, and the sky was cloudy. About 9·15 a.m. we stopped for an hour to put the crank pin in order. I found myself well enough to get up at noon for a time, and I remained on deck until 3 p.m., when I turned in again and lay reading during the remainder of the day.

Sept. 5th—Bar., 30·10: lat., 37° 18; long, 136° 46; distance run, 175 miles: course s. 83° west. Light winds blew from the north-east, and the weather was fine and clear. Nothing of any consequence occurred during the day. The ordinary routine of ship life went on as usual, all the bustle of preparation and departure being over. The passengers, who tried to amuse themselves as best they could during the day, were only glad when the gong sounded for meals, and afforded them an opportunity of meeting and chatting, as

they generally did for some time after the cloth had been removed.

Sept. 6th—Bar., 30·10 : lat., 37° 09 ; long., 141° : distance run, 203 miles : course s. 87° west. We were favoured with very light east winds, fine weather, and a smooth sea. I was pleased to-day to get hold of a work on Japan, which was lent to me by one of our passengers, Mr. Bowler, of Cincinnati. It was called "The Mikado's Empire," and was a history of Japan from 660 B.C., to A.D. 1874. The author was William Elliott Griffis, late of the Imperial University of Tokio, Japan, and the book had only been published about a year. I found it very interesting, especially the portion treating of the many Japanese volcanoes, of which, he says, there are now twenty active and some hundreds in a dormant state. One of the latter, the crater of which had long since congealed, exploded, blowing its rocky cap far up into the air, and scattering a rain of ashes as far as the sea shore many miles distant. Mr. Griffis also gives a very curious account of how the people in some places work at night and cook their food in the fields by the aid of inflammable gas, which issues from the ground, and is led through bamboo tubes. Almost all the useful metals are, according to him, to be found in this island empire, and gold and silver in workable quantities are discovered in many places. I hope, however, to have an opportunity soon of visiting and remarking on some of the sights to be seen there.

Sept. 7th—Bar., 30·27 : lat., 37° 01 ; long., 145° 05 : distance run, 196 miles : course s. 87° west. Light easterly winds blew during the early part of the day, and the weather was cloudy, but continued fine. Mr. Ashbury was laid up

with a severe feverish cold. Shortly after eight o'clock the moon rose, full-orbed, looking larger than she seems in European skies, and the night was magnificent.

Sept. 8th—Bar., 30·20 : lat., 36° 53 ; long., 148° 57 : distance run, 190 miles : course s. 87° west. The weather continued fine.

Sept. 9th—Bar., 30·20 : lat., 36° 34 ; long., 152° 59 : distance run, 195 miles : course s. 84° west. Light winds blew from the eastward during the day, and the evening was cloudy, some rain showers falling.

Sept. 10th—Bar., 30 : lat., 36° 31 ; long., 156° 45 : distance run, 183 miles : course s. 89° west. The day commenced with strong southerly winds and cloudy weather. As it was Sunday, divine service was held to-day at 10·30 a.m. in the social hall on deck. This is a large sitting-room, beautifully fitted up, at the entrance to the saloon on the upper deck, and is capable of holding about a hundred persons. It contained a piano, and neatly-made arm chairs, and the ceiling was gorgeously decorated. Here, one of the passengers, the Rev. Mr. Parks, officiated, and, with the assistance of the ladies who formed the choir, went through the whole morning service. We had the evening service in the same place at 7·30 p.m. A dark cloudy night closed our Sabbath day at sea, and during some time vivid flashes of lightning every now and then lit up the sky.

Sept. 11th—Bar., 29·85 : lat., 36° 18 ; long., 160° 26 : distance run, 179 miles : course s. 86° west. During the day we had strong north winds, and the motion of the vessel made itself inconveniently felt. I was not able to sleep well during the night, dreaming of home.

Sept. 12th—Bar., 29·94 : lat., 36° 09 ; long., 168° 07 : distance run, 179 miles : course s. 87° west. Up to noon to-day we had run a total distance of 2,045 miles from San Francisco. The weather was fine, with steady north winds.

Sept. 13th—Bar., 29·60 : lat., 36° ; long., 168° 07 : distance run, 179 miles : course s. 87° west. The glass fell, the wind backing to the south-west, and torrents of rain poured down. About noon the wind flew out from the north-west, and the evening ended with strong gales and continuous lightning.

Sept. 14th—Bar., 29·60 : lat., 35° 50 ; long., 171° 52 : distance run, 185 miles : course s. 86° west. A strong north east gale blew. The main top-sails were close reefed, and the vessel ran under reefed top-sails and square fore-sails. There were terrific squalls, rain fell, and a tremendously heavy sea was running. While we were at dinner the vessel was hove over, plates and glasses were thrown about, and not a few of the passengers were unseated. During the remaining portion of the day, and until midnight, the gale continued, and a heavy sea ran, causing the vessel to labour a good deal.

Sept. 15th—Bar., 29·85 : lat., 35° 22 ; long., 176° 12 : distance run, 215 miles : course s. 83° west. About midnight the gale abated, and during the forenoon the sea partially went down. The wind, which lasted throughout the day, held in the same direction, from the north-east. All possible sail was set, and the old ship went along very well, but slowly, considering the splendid wind and weather in her favour. However I anticipate a greater distance run by to-morrow at noon.

Sept. 16th—Bar., 29·95 : lat., 35° 22 ; long., 179° *east:* distance run, 235 miles : course, south, 89° west. The north-east wind continued with fine weather. About 6 a.m. we crossed the meridian of 180°, steaming away from west longitude, and, as the sailor says, jumping over the meridian into east longitude, from which we now reckoned our degrees. The difference in time between us and London is twelve hours, so that it is midnight there when only noon here. On crossing the meridian we therefore take our time from London, and go into to-morrow, calling this day the 17th, from 12 o'clock, noon. This, therefore would make to-day (Saturday) Sunday ; but to avoid this, so that our Sabbath may not be interfered with, the captain does not intend to alter the day until Monday at noon. Our Sunday will thus be kept to-morrow as usual. This arrangement will give us two Sabbaths in the week, as our next Sunday will be a day earlier ; and such an allowance for the difference of time going west in east longitude will bring our time correct to our arrival in England. I do not, however, intend to make any alteration in my time, and there will therefore be a difference of twenty-four hours on my arrival at home. At six o'clock this morning we were exactly at the opposite and farthest part of the world from Britain, with our feet turned towards those at home. Wondrous are the works of God ! All glory, honour, praise, and thanks to the great Creator ! Sailing forward now, we commenced to reduce our eastern longitude, and to draw nearer to our destination. In giving the list of passengers, I said there were 253 Chinese on board. These seem to be returning home on having accumulated a little money in California, but they appear to spend their

time from morning till night in gambling. When I went below to see them, I noticed a place opened in the deck, about six feet square, completely enclosed, and without any possible place to admit air except through the crevices of the planks. Here sat four Chinese, with a small lamp, smoking opium. I asked the captain, who kindly showed me through, how it was that they escaped suffocation, and he seemed as much surprised as I was at the men being able to live in such a box, for such it really was. It seemed, however, that they could not enjoy their opium smoking unless they were so closeted. At meal time I had an opportunity of seeing them use their chop-sticks, and their dexterity with them was something astonishing.

Sept. 17th—Bar., 30 : lat., 35° 14; long., 174° 39 east : distance run, 214 miles : course, west. We spent another peaceful Sabbath on the Pacific Ocean. I rose at daybreak. The steward is always very regular in bringing tea and toast in the early morning, and getting the baths prepared immediately afterwards. I must say, that the bath accommodation on board the "Great Republic" exceeds any I have seen in any sea-going steamer. There are four large bath-rooms, with hot and cold salt water, in readiness every morning—a luxury highly appreciated—and these are for the exclusive use of gentlemen. The lady passengers are equally well supplied. As soon as I had a cup of tea, I bathed and dressed for breakfast. At half-past ten the gong sounded for divine service, and we gathered together again in the social hall, of which I made mention on last Sunday. To-day, however, we had a larger attendance, including some of the Chinese, each of whom used his prayer-book, and was

apparently well acquainted with the church service. The Rev. Mr. Park again officiated, and preached an excellent sermon from the gospel for the day—Luke, chap. 17, beginning at the 11th verse. After service the passengers promenaded the deck for some time. The day was delightful, a fine fair wind blew, and every stitch of canvas was spread to the breeze. There was a change about 2 p.m., the wind freshened, and the rain began to fall, so that the deck was soon cleared of the promenaders, who went below either to lie down or read in the saloon. The weather cleared about dinner time, and the evening was fine. We had evening service, and then a walk on deck, until the time came to retire to rest.

Sept. 18th—Bar., 30·8 : lat., 34° 59; long., 170° 8 : distance run, 223 miles : course s. 86° west. I rose early, and as usual had my bath and a turn on deck before breakfast. After breakfast I compared my pocket chronometer with the captain's, and found it going steadily, gaining four seconds daily. Though I call this Monday, the 18th, Monday has to be dispensed with, so that we run from Sunday, the 17th, to Tuesday, the 19th. However, as I said before, I will keep the time through, and I will arrive in England a day later, so that I will consequently have to do away with one day there to make dates correct. Strong north-east winds blew to-day, and the glass was high, indicating a continuance of favourable wind, in which we have been so fortunate for some days back. I had frequent conversations in our walks on deck with two gentlemen—one a Presbyterian, and the other a Methodist missionary—both of whom have spent some years in India. The former, Mr. Lilley, told me that he had

been in China for upwards of sixty years, and was now retuning to Japan to remain there, having been sent out by the National Bible Society of Scotland. During his stay in China he travelled through a great portion of the country. He said that the first missionary, an American, went to Japan in 1859, and that it was only four years since the first English missionary went there; but that when he, Mr. Lilley, last left, there were 538 children attending the Presbyterian school. Dr. Morrison, he added, went first as a missionary to India in 1806. In 1851 there were only 351 native Christians in China, and now there are 20,000 (Protestants). This was owing to the many ports opened, and the protection given to missionaries. The Roman Catholic Chinese, however, far exceed the Protestants in number. I lunched at 1 p.m., and then went down amongst the Chinese, who were returning home, and saw them smoking opium and playing their different games. The women gambled as well as the men, and apparently with more anxiety as to success. Gaming is carried to such a height that Chinese frequently gamble away their own children. It was only yesterday that a very fine gold watch was won from one of them by a Chinaman in the cooking department. During the evening I got into conversation with Mr. Ohlinger, a minister of the American Episcopalians, who, with his wife, was going to his station at Foo Chow. He gave me a very interesting account of the missionary progress at that place, where he had resided for the past five years. There were in his district, he told me, 70 native preachers (Chinese), and at present there were twelve candidates for the ministry. His mission extended over 200 miles inland, and numbered 1,400 members, and

450 probationaries, with 400 baptised children. A school had been established for the education and support of the children of native preachers who were away. Girls were also educated at a school which was exclusively for children given up to the missionaries for three years at least, and in time these girls were employed as teachers. These schools had only been in operation for four years, and there were now many female native teachers belonging to them, all under the American Episcopal Methodist Church.

Sept. 19th (Ship's time, 20th)—Bar., 30·5 : lat., 35° 04 ; long., 165° 31 : distance run, 227 miles : course n. 89° west. The morning was splendid, the sky was beautifully clear, and a steady east north east wind blew. I was up early, and had a cold bath, the water of which was extremely salt. When dressed, I went on deck to enjoy the morning before breakfast. The ocean was a vivid dark blue, and now and then flying-fish glanced in the sun as they rose and leaped away out from the vessel as she steamed along. To-day was spent by the passengers in the usual way—writing, reading, or watching the gambling-parties of the Chinese, and observing their manners and customs.

Sept. 20th (21st)—Bar., 30·5 : lat., 35° 06 ; long., 16° 109 : distance run, 216 miles : course, west at noon. The day commenced with the same wind and weather as yesterday. The vessel ran along with all possible sail set, but she is a slow old coach at any time. However, she is such a steady-going craft, and her internal arrangements for the comfort of passengers are so complete, that a few days extra on the passage are of less moment, and pass apparently quicker than on board other steamers with limited accommodation, small

confined cabins, and ill-supplied tables. In the "Great Republic" an excellent table is kept, as will be seen by the subjoined menu, which I got from the steward to-day.

BREAKFAST BILL OF FARE.

Mackarel and Fish Balls.
Beef Steak. Fried Potatoes.
Mutton and Pork Chops.
Liver and Bacon.
Sausages.
Stewed Tripe.
Fried Hominy.
Wet and Dry Hash.
Lymase Potatoes.
Oatmeal Mush
Cracked Wheat.
Baked and Boiled Potatoes.
Corn and French Bread.
Hot Rolls. English Muffins.
Hot Cakes. Dry Toast.
Tea, Coffee, and Chocolate.

DINNER BILL OF FARE.

SOUPS.
Mock Turtle.

FISH.
Fresh Salmon. Egg Sauce.

BOILED.
Mutton. Caper Sauce.
Chicken. Egg Sauce.
Corned Beef and Cabbage.
Ham. Tongue.

ROASTS.
Beef.
Pork.
Mutton.
Goose. Giblet Sauce.

ENTREES.
Pig's Head. Tomato Sauce.
Cow Heels, Americano.
Giblets aux Rice.
Minced Head on Toast.
Pork and Beans.
Curry and Rice.

VEGETABLES, ASSORTED.
Boiled and Mashed Potatoes.
Green Peas. String Beans.
Cauliflowers. Turnips.

PUDDINGS AND PASTRY.
Apple Dumplings. Wine Sauce.
Currant and Plum Pies.
Jelly Tartlets. Wine Jelly.
Cream and Pound Cake.
Jelly Rolls. Lady Fingers.
Floating Island.

DESSERT.
Apples. Prunes. Raisins.
Nuts, assorted.
Crackers and Cheese.

TEA AND COFFEE.

A moderate easterly wind blew towards the close of the day, and the weather was exceedingly warm.

Sept. 21st (22nd)—Bar., 30 : lat., 35° 11 ; long., 157° 21 ; distance run, 190 miles : course north, 88° west. The day commenced with steady strong east winds, the sky was overcast, and showers fell up to 10 a.m. Having bathed, I remained in my pydjamas on the guard or passage outside the sleeping berths, which goes all round the vessel, and

looked at the shoals of flying fish rising and flying off from the paddles. The passengers now begin to seem anxious about their arrival, and bets are made on the distance run, each putting down half a dollar. When noon came and the distance was pointed, as it usually was at that time, in the passage leading from the deck to the saloon, it was found that the stewardess had put down the exact figures opposite her name, and she was declared the winner. In the afternoon east south east winds blew, and the heat was most oppressive.

Sept. 22nd (23rd)—Bar., 30 : lat., 35° 30 ; long., 153° 08 : distance run, 208 miles ; course s. 87° west. The oppressive heat of the deck kept nearly all the passengers in the saloon. South-east winds here have a peculiar effect : the skin becomes quite clammy, a dull headache follows, and one becomes so languid that he can only lie down, as is the general custom of those acquainted with the climate. I compared my watch with the ship's chronometer again to-day, and found it going steadily, gaining four seconds. It was three seconds of Greenwich mean time at 10 o'clock this morning. The evening passed very silently, some sleeping, and others trying to read.

Sept. 23rd (24th)—Bar., 29·85 : lat., 34° 56 ; long., 148° 40 : distance run, 220 miles : course s. 89 west. In the morning strong south-east winds blew, the weather was thick and cloudy, and a very heavy south-east sea was running. At half-past 10 we had divine service, at which Mr. Parks officiated. There were not many in attendance, as some of the passengers were unwell, and the captain and officers were obliged to be on deck. During the afternoon there was a

strong gale, which inclined to veer to the westward, and heavy rain. We had Mr. Parks again at evening service, when he preached an excellent sermon, referring to our approaching separation, perhaps never to meet again except in another and better world. His short discourse was indeed affecting, and the service was conducted in a praiseworthy manner under the circumstances, as, from the heavy sea, the motion of the vessel obliged his hearers not only to sit down but to hold on. After service most of the passengers retired for the night, but about 11 p.m. the wind suddenly increased to a perfect hurricane. The vessel was running under a close reefed topsail and foresail, and the canvas was clewed up, but the hands could not go aloft to furl it, and it was all blown to ribbons. Near midnight the sea, which was white with foam, rose to a great height. All the vessel's steam-power had to be employed to keep her head to the sea, which at this time broke over her, washing the captain, mate, and second mate from forward aft. They were, however, providentially saved by laying hold of some of the loose gear about the deck, and were brought up by the breaks of the engine-room hatchways. Shortly afterwards her head fell off from the sea, and a wave swept away all the port paddle case, carrying off at the same time the two lifeboats before and abaft the paddle, and breaking the great iron davits. The ice-house and the starboard bulwarks were also washed away, and the bath-rooms, which were on the port side, were all broken. The wheel-house and officers' berths on deck were started and smashed, and the saloon seemed one sheet of water washing from side to side. The passengers' rooms were in the same state, and the luggage was injured and

destroyed. The ladies cried out, one to the other, and many stowed themselves into the same berth. Some of the gentlemen did what they could for them, and others clung on in grim despair to anything they could lay hold of. The two missionaries, Mr. Lilly and Mr. Ohlinger, were in a frantic state, yet expressed their resignation to God's will. It was an awful scene! At both sides the sea broke over the vessel, and the wind howled madly. The machinery scarcely moved, and an attempt was made to set the storm trysail, but it blew away into pieces. A little later the saloon skylights were burst by the weight of the sea, the heavy plate-glass crashed in, and the water poured down, covering the floor, while at the same time it rushed in through the door. Now all idea of safety was abandoned by many, yet after some time the sea made its egress from the saloon, and hope revived. Every few minutes the cry was, "Captain Seymour, look at your barometer," and I must say that my eyes were very frequently on it and on my compass, while now and then when I could I gave a cheering word. Such was the state of ship, passengers and crew, during the hurricane. No one had more than the shadow of a hope until daylight appeared, when I thought I perceived in the barometer an inclination to rise. However, to be certain, I watched for some time,—oh! with what anxiety!—the little needle point, which so often tells different tales. Having waited for a few minutes, I perceived that it rose $\frac{3}{100}$ths of a degree, and at once I called out, "Barometer rising!" Then in many voices came the heartfelt cry, "thank God, thank God!" My words were true. The barometer continued to rise, and we could observe now and then a lull in the terrific gale. Gradually the lulls be-

came longer and more frequent, and the hurricane gave us notice of having reached its height. For some hours afterwards, however, the wind blew with mighty force, and the sea, which still kept its height, continued its destructive work on different parts of the ship, smashing nearly everything in the steward's department, breaking down all the storekeeper's compartment, and destroying many dozens of wine and other stores. About 7 a.m. there was a marked change, and the wind and sea fell together, though the waves were still awful to look at. Our noble vessel was almost torn to pieces, with boats, davits, paddle case, bulwarks, and sails gone. What a sight it was! The sails blew from the yards in long ribbons, the deck was full of wreck, and the crew were not yet able to venture aloft. All, both officers and men, were completely worn out. I made many inquiries during the night after our worthy captain, and such he is indeed, for I believe a worthier man never commanded a ship. His praiseworthy conduct in the management of his vessel, and the care of all on board, exceeded all that I ever saw or heard of.

Sept. 24th (25th)—When eight o'clock came the stewards began to move about. Some bailed out the water that was washing about in the bed rooms and cleared away the *debris* in the saloon, arranging the tables which were thrown about, and others tried to get cups of coffee or tea for the passengers, who were now looking for a dry spot to lie down and rest after a night of no little suffering. About ten o'clock we were able to get some tea and a little fried ham, and those who could enjoyed it, but all with thankful hearts. Noon came on, but no account was posted of the ship's reckoning, nor yet was it thought of by anyone, all being

anxious to rest. During the evening the wind decreased gradually, the sea went down, and the vessel again was steered her proper course.

Sept. 25th (26th)—Lat., 34° 55 ; long., 142° 48 : distance run, 150 : course s. 83° west. I got up early, having had a splendid night's rest, and took breakfast about nine o'clock. Afterwards there was a general muster of wet clothes, beds, bedding, saloon carpets, bedroom mats, trunks and valises on deck to dry. One lady, Miss Whiting, lost a portmanteau, which was swept overboard, containing jewellery of great value, and others missed different articles, which had been washed into nooks and corners and could not easily be found. By evening, however, much had been made right, and almost everything was dried and stowed away. I heard some of the passengers lamenting their losses, and it was even more annoying to find articles of clothing actually stolen while drying on deck. A beautiful seal-skin cap of mine, which I made fast before I went below for a time, was carried away. The rest of the day was spent in getting everything ready for landing, and at dinner we had a full muster. Mr. Ashbury came round to the back of my chair, and asked me to propose the health of our good captain at the proper time. I did so in as fitting a manner as possible, and the toast was received and drank with continued cheers. Captain Cobb replied in an appropriate and becoming manner, alluding to the pleasant as well as the perilous times we had had during the passage, and wishing us all happiness and prosperity during life. So ended our last dinner party on board the steamer "Great Republic."

CHAP. IV.

JAPAN.

SEPT. 26th (27th)—The sun rose gloriously, and the morning was delightfully fine, as we ran along by the Japanese coast for Yokohama. Entering the bay we fell in with hundreds of fishing boats with bamboo sails, on board which the men were in a complete state of nudity. About noon we reached our moorings, and in an hour afterwards all passengers were landed at the custom house wharf, where their luggage was passed. The greater number took up their quarters in the International hotel, kept by Mr. Smith, on the marina, close to the shore. In a short time after my arrival at the hotel, I went with one of our passengers, Mr. O'Hara, to visit the Japanese part of the city, where all the native business is transacted, and the native manufactures are exposed for sale. We drove to this quarter in a jinriksha, a vehicle on the same plan as a child's perambulator, with lockers under the seat and a turn-down cover to keep off the rain and sun. It was drawn by a nearly naked Japanese. The houses in this portion of the town are but one story high, and the objects for sale are spread out on mats on the ground. Nowhere does one see any resemblance to the European custom, except in the silk establishments, where the goods are shown on a counter or table. The chief objects that attract the eye in these shops are lacquer work, bronze and ivory in many shapes and forms, crystal orna-

ments, charms, fans, cabinets, images, ornamental combs, ancient Japanese suits of mail, and beautifully embroidered silk dressing gowns. We drove around to different places, making some little purchases here and there, and returned to the hotel towards evening, tired with our day's work.

Sept. 27th (28th)—The fine weather for which Japan is so proverbial has not favoured me since my arrival. Yesterday evening the rain began to fall, and the sky to-day was overcast. However, my stay here being necessarily a short one, as I have to be on board the P. & O. steamer "Malacca" on Tuesday, I was obliged, in spite of the weather, to go about and see as much as I could while I had time. After an early breakfast I went with Mr. Ashbury in a jinriksha to have our photographs taken, and then drove about town at an almost incredible pace, being drawn at the rate of not less than six miles an hour for a distance of fifteen or sixteen miles by the one Japanese. We went round the whole town, and drove through the suburbs, visiting a Shinto temple, where we watched the Japanese going to pray. They first washed their faces and hands in a large stone cistern, which stood full of water near the entrance, and then went and knelt in an open shed opposite the closed building in which the image or god was kept. Each worshipper, having knelt for about a minute, clapped his hands four times, rose, and went away. The interpreter informed us that the god was only to be seen in the middle of every month. The weather having by this time cleared, we drove through many of the streets, and visited different shops, where we made some purchases of curiosities. At noon we had tiffin or lunch at the hotel, where we were joined by Mr. Burnard, a merchant

residing in Yokohama. We separated in a short time, and I spent the remainder of the day in sight-seeing.

Sept. 28th (29th)—Rain fell during the night, but the weather cleared about 8 a.m. Mr. Ashbury, Dr. Cole, the interpreter, and I ordered our jinrikshas at an early hour, and went about shopping until noon, when we took tickets at the railway station for Yeddo, the capital of the Japanese empire. The country along our line of route was flat, consisting principally of fertile, well-irrigated rice lands, and on passing Kawasaki, which is a small village, I noticed large pear orchards, in which the trees were trained on trellises of bamboo. In about an hour we passed a high bank and two black gate-posts, the entrance to the capital, and, rounding portion of the city, stopped at the station, having travelled about seventeen miles from Yokohama. We drove to the hotel, where we had tiffin, and were then drawn in our jiurikshas through the city and about the suburbs, stopping frequently to see the different places of note. But before I speak of what Yeddo is, it may be well to say a word of what it has been. In the citadel, which stands in the centre of the city, the Tycoon formerly resided. It is now dismantled and its once strong earthen embankments faced with stone are in a ruinous state. Inside its circuit many of the daimios or nobles had residences at one time. In 1868, when the usurping Tycoon, or Shôgun as the Japanese call him, was reduced to the rank of a daimio at the close of the civil war, the Mikado came to Yeddo, which was thenceforth called Tokio, or Eastern capital. It is not a very ancient place; as, from what can be learned, it appears that up to the year 1600 there were but a few straggling villages on the site of

the present city. The name of Yeddo, which is now used only by foreigners, means Door of the Bay, the town being situated at the head of the Bay of Yeddo, shutting it like a door. Since 1868 its appearance has greatly changed, the castle and many temples and other buildings having been demolished or fallen into decay. The thirty wards or districts into which the old city was divided still retain their names, but since 1869 it has been divided into six great divisions and ninety-six sub-divisions. Beggars, naked coolies, men wearing two swords, processions, and many other characteristic sights and scenes—some very attractive, others very repulsive—have passed away, and altogether the place now is a curious combination of an old place of ruins and a young newly-founded city. It is under the direct control of the general government, and the police force numbers nearly 4,000 armed men. The military garrison consists of more than 7,000 soldiers of the infantry, cavalry, artillery, and engineer corps. The population of Tokio in 1872 was 789,000, and the houses are low and built of perishable materials. For over two centuries the city has been well supplied with water brought from a river several miles off, and distributed by aqueducts made of wood, which require to be renewed every eight or ten years. Amongst the places of interest in the city which we visited was the Shiba (grassy place), a name applied to the grounds of the great Buddhist temple, attached to which is the cemetery of the Shôguns. Yeddo was first founded by Iyeyasu, the first Shôgun of the Tokugawa line. The last Shôgun abdicated in 1857, at which time the office was abolished, the name Yeddo was discontinued, and the Mikado or true emperor took up his residence there, constitu-

ting it the capital of the empire. While simplicity characterized all belonging to the Mikado and his court, magnificence and display were always affected by the Shôguns, both in life and after death. Hence Shiba is usually considered the most gorgeously beautiful place in Japan, with the exception of Nikko, a place about one hundred miles north of Yeddo, where the first and third princes of the line are buried. The twin of Shiba is Uyeno, and it was customary to bury the deceased rulers alternately at either place. The remains of six of them lie at Uyeno, six at Shiba, and two at Nikko. At Shiba a runner was at hand to conduct us to the gate, inside which a priest was waiting. On arriving we entered a court-yard, in which there were over two hundred stone lanterns, the gifts of the Fudai daimios, one of the lower grade of vassals of the Shôgun. Each lantern was inscribed with the name of the donor, the posthumous title of the deceased Shôgun, the name of the temple at Shiba, and the province in which it is situated, the date of the offering, and a legend which stated that it was reverently offered. The following is the reading on one, and will serve as a specimen :

TO THE
ILLUSTRIOUS TEMPLE OF LEARNING
(Posthumous title of the Shôgun),
This stone lantern,
Set up before the tomb at the temple of Zozoji,
In Mushashi,
Is reverently offered
BY THE
Ruling Daimio,
Noble of the fifth rank,
MASUYAMA FUJIWARA MASATO,
Lord of Tsushima,
In the 2nd year of the period of strict virtue,
(1711.)

Passing through a handsomely gilt and carved gateway, we entered another courtyard, the sides of which were gorgeously adorned. Within this area there were a great number of bronze lanterns, the gifts of nobles of a higher class than the Fudai, and on the right we saw a repository of sacred utensils, such as bells, gongs, lanterns, &c. From this court-yard we passed into a roofed gallery, resembling a series of cloisters, and in front of this was the shrine. Entering this foreigners only are permitted to wear shoes, and I and my companions were completely astonished at its grandeur. Each panel of the wall was richly wrought in arabesques and high relief, and the patterns and objects were different in each case. Above some steps there was another room containing splendid reliquaries, in which the posthumous titles of the deceased were treasured. Descending from the shrines, we passed up another court used by the living Shôgun as a place of meditation and prayer when he makes his usual visit to the tombs of his ancestors. From the main court-yard we entered the cemetery, in which are the tombs of deceased Shôguns, and others of note. One of the finest of those was that of Hidetada, which was a handsome octagonal structure. Inside on a stone pedestal stood a monumental urn, beautifully lacquered. The whole was in an almost perfect state of preservation, and was evidently a very costly work. On one side of the path I noticed a curiously-carved stone, representing Shaka (Buddha) on his death bed. One of the next places we visited was Uyeno (upper plain) in the northern part of Yeddo. The great temple formerly here was founded in 1625. A relative of the Mikado, called Miya, resided here, and was primate over the east of Japan. The tombs of the Shôguns are at

the northern end of Uyeno. We passed, close to the entrance, two or three bridges, one of which is recorded as the scene of the adventure of Sôgorô, who hid himself in the timbers of the bridge, which formerly existed, and thrust his petition into the *norimono* of the Shôgun, as the latter was passing when returning from a visit to the tombs of his ancestors. The Shôgun accepted the petition, and the complaint of Sôgorô was heard, and his grievance redressed, but the petitioner, his wife, and three children had to suffer death by crucifixion and spearing for his temerity. After the breaking out of the civil war in 1868, a number of the adherents of the Shôgun made a stand in Uyeno, and a battle was fought here on July 4th, 1869. The Mikado's troops made rendezvous at the bridges in front of the black gate, and the supporters of the Shôgun were strongly posted inside. The battle lasted several hours; but, by planting two field pieces on the roof of a neighbouring tea-house, the Mikado's troops were enabled to force the gates and drive their enemies into the temple, which they set on fire. The bullet marks are yet visible in the wood and iron of the gates. Entering, we ascended some stone steps, and reached a beautiful shady plateau, where there were a number of tea booths, in each of which there was a damsel who invited visitors to partake of tea and sweets. From here we had a fine view of Yeddo. Turning to the left we came to a red building, a Buddhist temple, and in a smaller structure farther on we saw a large image of Buddha, 22 feet high, made of bronze, and filled with clay. On the right there was a large torii and a walk with stone lanterns, over-arched by fine old trees. These lanterns are stone pillars, about ten feet high, and two feet

six inches in diameter. A square hole is cut about two feet from the top of each pillar, and in this the light is placed. Close to these lanterns there was another shrine, such as I described before. Returning to the entrance we observed the ruins of the old temple, close to which were the tombs of six Shôguns, buried here from 1680 to 1858. On leaving Uyeno we were dragged in our jinrikshas at a rapid pace to Asakusa (morning grass), the most popular temple in Yeddo, and the most celebrated in Japan. The approach to it was through a stone-paved avenue, lined on both sides with a great variety of toy-shops, and booths filled with all sorts of gay ornaments, dolls, &c. Behind these booths were small shrines and temples. A large red building, the gate hall, stood before the temple proper; and, on alighting, we noticed two colossal gods or demons in huge niches behind iron screens. These were the tutelary guardians of the gate, and were called Niô (two kings). One is ever ready to welcome the man who repents and endeavours to reform, and the other is pleased when children are born who will become good men. People who have sore feet, or who wish to propitiate the demon that he may defend their steps, make votive offerings of straw sandals, which may be seen hanging by the score on the railings before the images. In the court-yard of the temple we saw flocks of pigeons, which, we learned, were well taken care of. Women sell rice and peas, for the benefit of those birds, in little earthen pots, which worshippers buy as an act of piety and cast to the sacred fowl. In a stall on the left there was an albino pony, sacred to Kuanon, in whose honour the temple was built. This animal is also fed by pious contributions. Within the temple, near the door, there

was a large bronze incense burner, on which there were represented the twelve signs of the zodiac, and at the time of our visit we noticed a number of natives praying, standing or kneeling, before an altar and contribution box. The principal altar was richly adorned and illuminated with numerous lights, and the ceiling and walls of the temple were covered with sacred and legendary specimens of Japanese Buddhistic art, representations of gods and heroes, and numerous votive tablets. Pictures of Kuanon the merciful, and prayer-books, were being sold at either side of the praying place, and on the right stood an image of Binzuru, one of the sixteen original disciples of Buddha. The features were scarcely discernible, having been rubbed beyond all recognition by believers in his powers to cure disease. We were pointed out several small shrines in the hall of the temple, and a votive tablet on a pillar hung up by a grateful Japanese who escaped death when the steamer "City of Yeddo," which formerly plied between Tokio and Yokohama, blew up in 1870. We also saw a number of subordinate temples, shrines, and images, a pagoda, a hall of services, an octagon temple containing several hundred idols, several tea booths and archery galleries, a circus, and a theatre. However, for my part, I must say, that I think the most interesting sight to any foreign visitor is that of the "Ningiyo," or tableaux. Those representations, which are in a covered space at the rear of the main temple, are all life-size, and resemble the "wax figures" of other countries, but surpass even the famous collection of Madame Tussaud in expression. A small party can gain admission for a fee of *ichibu*, or sixpence. There are about thirty-five tableaux, representing the miracles re-

puted to have been wrought by Kuanon in answer to the prayers of votaries. They are all the handiwork of one artist, who visited the most celebrated shrines of Kuanon, and, struck with the marvellous power and mercy of the god, wished to show the youth of the country the benefit of trusting in and praying to him. The figure of Kuanon, in some representations, is like that of a young and lovely woman. In the outside tableaux the image of the god is drawn out in time of plague, which is stayed by his mercy and favour; and, in the first representation inside, a learned lady prays to Kuanon, and is heard. The second tableaux shows Kuanon appearing in the form of a beautiful woman to reward a diligent priest; and the third, a young girl suddenly restored to health by the favour of the god; while in the fourth Kuanon comes in the form of a little country girl to a noble of the Mikado's court. A fifth represents a hungry robber desecrating a temple, and a certain suggestive picture to the left tells what is to become of the thief. In the sixth a noble of the court overcomes and binds the thunder god or demon by the help of Kuanon. In the seventh a woman is saved from shipwreck because she sang a hymn to the god during the tempest; and in the eight a devout priest, fearing yet bold, goes to talk to Ema, the lord of hell. The ninth represents an old man writing a prayer poem; and the tenth a pious damsel, who worshipped Kuanon, never killed any animals, and saved the life of a crab; a snake, transforming itself into human shape, came to seize her, but, by the order of Kuanon, a multitude of grateful crabs appeared and rescued her. In the eleventh a devout worshipper by prayer overcomes and kills a huge serpent; and in the twelfth a diligent copyist of

the sacred books beguiles his time by rewarding little children with cakes for bringing him pebbles, for each one of which he transcribes a character. In the thirteenth Kuanon, having appeared on earth in female form, goes to heaven taking the picture of a boy, who afterwards grows up to be a celebrated priest; and in the fourteenth a pious woman falls, but is not hurt. In the fifteenth a man suffering grievously from headache is directed to the spot where the skull, which belonged to his body in a previous state of existence, is being split open by the root of a tree growing through the eye-socket, and on removing it he is relieved from his pain. The nineteenth represents a good man vanquishing a robber; and in the twentieth the child of a holy woman, who is out at work, is saved from a wolf by miraculous rays which defend it. The twenty-first shows Kuanon appearing to heal a sick girl with a wand and drops of water. In the twenty-second a holy man buys and sets free a tortoise about to be killed for food: three days afterwards his child falls into the sea, and is apparently lost, but returns in safety on the back of the grateful reptile. In the twenty-fourth a retainer of a noble is ordered to kill his master's son for disobedience to him; but, unable to do so through love of him, he kills his own son instead, and the tableau represents him mourning over the gory head. The twenty-fifth shows a dog saving a good man from robbers; and in the twenty-sixth a man, whose cargo of rice had been confiscated for his refusal to give the priest his share, repents of his obduracy, and receives evidence of his pardon in a new cargo of rice sent by Kuanon. In the twenty-seventh an angry court noble kills his son, who has broken a precious ink-stone, and the horrified attendant becomes a

priest. The twenty-eighth shows a pious recluse saved from starvation by a miraculous leg of mutton; and in the twenty-ninth a wood demon pursues an evil-doer. In the thirtieth a pious wood-cutter hears heavenly music, and Kuanon appears to him. In the thirty-first a worshipper of Kuanon is wounded and thrown into a river by robbers, and is accidentally brought up in a fisherman's net: having an image of Kuanon in his bosom, he is resuscitated, and lives to bless his preserver. In the thirty-third a mermaid appears to a passer-by, praying him to erect a temple to Kuanon; and this having been done, she is re-born into a higher state of existence. The thirty-third shows Kuanon appearing to a traveller; and the last is a moveable tableaux representing a court noble and a lady of his harem. We saw many other noteworthy things in the Asakusa quarter of the city, which contains a number of monasteries, several theatres, and the execution ground where criminals are beheaded. On crossing Nihon Bashi, a bridge from which all distances in Japan are reckoned, one comes to the main street or tori, where there is a great fish-market held every day. Fish, of almost all kinds, are sold there, and large numbers of fishing-boats are always collected near the bridge, at the south end of which formerly stood the *kosatu*, or government notice-boards, on which the edicts against Christianity were hung up. In a neighbouring hollow a professional story-teller is usually to be found delighting a crowd of listeners. The most modern part of the city is the new boulevard, which stretches southwards to Shimbashi. It is ninety feet wide, and is lined with fine buildings of brick and stone. Besides the temples already described there are many others to be seen at Yeddo. Zem-

pukugi, the temple of virtue and prosperity, which is about a mile distant from Shiba, is a fine old specimen of Japanese Buddhist architecture, and is attended by married priests of the Sinshiu sect. It was near this place that Mr. Heusken, an interpreter to the American legation, was assassinated in 1861. Sengakuji, or Hill-spring temple, which in itself is not very remarkable, is yet celebrated, because attached to it are the tombs of the forty-seven Rônins who were condemned to death for the murder of a courtier of the Shôgun who had caused the death of their master. Their memories are held in reverence for their loyalty, which was the great virtue in old Japan, and offerings of incense and fresh evergreens and flowers are made at their tombs. The temple of Hachiman, the Japanese god of war, and Go Hiyaku Rakan, the temple of the Five Hundred Sages, are also noticeable. The latter is composed of two buildings, in the first of which there is a representation of the Hichimen Sama, which has three eyes, horns in the back, long hair like a woman, and hoofs like a horse. The second building contains objects of greater interest. In the centre a huge gilt image of Buddha reposes on a colossal throne of boulders and volcanic rocks, and figures of his disciples stand at his right and left, while near at hand sits the black Ema, lord and judge of hell. Another building of note is the E Ko In, or temple of Grateful Returns, which is situated on the east side of the river. After the great earthquake in 1656, when 188,000 people perished, this was built, and the victims were buried there. In 1855 the cemetery was enlarged to receive the victims of another earthquake, which destroyed about 103,000 people. Attached to the main temple there are several subordinate shrines,

which contain colossal figures of Buddha. At the south side of the building there is an arena, in which the wrestlers have their exhibitions. They are huge fellows, and are easily distinguished from ordinary men by their superior height and size. They live on a meat diet, and are not fastidious as to the animal that furnishes their meal. A shop in the neighbouring quarter, where they live, exposes for sale, in cool weather, specimens of almost every animal to be found in Japan, such as monkeys, foxes, wolves, martens, wild hogs, and deer. When we were thoroughly tired we went to the station, where we had a cup of tea from a Japanese. He put some green tea into a perforated cup, and poured boiling-water through it into a vessel which he held underneath. This tea, or rather essence of tea, was handed to us in small cups, without milk or sugar. We then got our tickets, which were printed in no less than six different languages, and started for Yokohama, where we arrived at a late hour. It was pouring rain, but jinrikshas with our waterproofs were waiting for us, and we were dragged to the hotel at a rapid pace by our coolies, each of whom carried a lantern. All jinriksha coolies are obliged to carry lights after dark, and, as no one has any idea of walking, the thousands of lanterns passing rapidly to and fro give the streets an exceedingly strange appearance at night. On our arrival we had a comfortable dinner at the hotel, and so ended a day of almost unequalled sightseeing.

Sept. 29th (30th)—There was a strong northerly gale in the morning, and rain fell steadily during the afternoon; but I made the most of the day, and went about picking up curiosities here and there at as reasonable a price as possible.

This included a good deal of troublesome bargaining, as the Japanese generally take about fifteen per cent. off the first prices named.

Sept. 30th (Oct. 1st)—Fine, clear, cold weather. At eleven o'clock I went to church with Mr. Ashbury and Mr. O'Hara. I was surprised to see a congregation of over three hundred. The building was a really handsome one, containing a fine organ, and the choir was excellent, the chants and hymns being sung by ladies and gentlemen with well-trained voices. The Rev. Mr. Garrett, who read the service, preached one of the best sermons I ever heard, from Ecclesiastes, chap. 7, v. 2,—"It is better go to the house of mourning than to go to the house of feasting; for that is the end of all men, and the living will lay it to his heart." We met many of our fellow-passengers at service, after which I took a walk to the Bluff, a hill at the west-end of the town, where most of the Europeans reside in very pretty detached villas, of Japanese architecture, and surrounded by neatly-planned flower gardens, of which the pride is the Japanese lily, so prized in England. A dozen different kinds are now grown, the black lily being the newest. From the Bluff I walked with Mr. O'Hara to some small Japanese villages, where we saw men, women, and children lying about on mats in their huts, all nearly in a state of nudity. Night hastened our return, and we recrossed the bridge over the creek which separates the town from the Bluff. This creek runs quite round Yokohama, which is built on an island, and at each side of it there are boat-building and ship-building yards, and large iron works, where iron vessels are repaired. These last have only been erected within the past few years,

and since then have turned out many steam launches for passenger traffic about the place. On returning to the hotel we dined about seven o'clock, and I did not go out again during the evening.

Oct. 1st (2nd)—This is my last day in Japan, as the steamer will leave for Hong Kong at five o'clock in the morning. My first work was to pack up and get in my washing, as I had to go on board in the evening. The washing was well and neatly done, and was charged for at the rate of three dollars for 100 pieces, small and large counting. About noon I had everything in readiness, and went to the customs to get my trunks examined, and pay the duty of five per cent. on anything purchased in Yokohama. However, when I got there, Mr. Mills, freight clerk of the Pacific company, kindly interfered for me, and had my luggage passed without examination. His good offices did not end here; for, when the packages had been marked by the customs officer, he had them placed in his own boat and accompanied me to the steamer. His kindness exceeded any I experienced since I left home. Having left my luggage on board and made all necessary arrangements, I went on shore, where I made the most of the short time at my disposal. Mr. Mills informed me of a very great increase in the imports and exports of the place, and added, that of sugar alone, 30,000 bags, of 133 lbs. each, had been entered inwards in three months. English and French steamers arrived, he said, every week from Hong Kong, and these usually brought 1,400 tons of general cargo, besides which there were large imports received from San Francisco. I may remark from my own experience that the quantity of bullion brought here

from the latter place is something wonderful. On board the steamer "Great Republic," by which I came, there were fourteen kegs containing 270,299 dollars, and 60 bars to the value of 960,946 dollars. All this went to the mint at Tokio to be turned into Japanese coin. Though such a quantity of bullion is imported, it is small to the amount produced by the country itself and used at the mint. I spent part of the day in making some small purchases in the shape of Japanese silks, crape shawls, and lily bulbs, and about seven o'clock, having said farewell to Mr. Ashbury who was to leave for Shanghai in a few days, I went on board the "Malacca," in a sampan, or small boat. There are numbers of these for hire, and the coolies live in them. They have on board each a small square box containing a copper or iron pan for a charcoal fire. This cooks their meals, and, when not in use, is kept alight by a sliding cover which is drawn over it. The boat itself is quite flat, and the two men who comprise the crew have a sort of awning or covering, under which they lie at night. In bad weather they remain in the creek, where there is perfect shelter. Before I commence my sea journal to Hong Kong I may as well take the opportunity of making some further remarks as to Japan and the Japanese, since I have now more leisure time at my disposal than I have hitherto had. At present the old treaties are in force, and foreigners are not allowed to go further than twenty-five English miles inland without a passport. If he exceeds that limit he will be sent back. Most of the places which the tourist is likely to visit are well known to foreigners, so that the natives are more or less accustomed to their ways, and guides, who speak no English but who will conduct the

stranger to the different places of note, are always to be found on the spot. Should one have to remain a night at a Japanese inn he is supplied with a bed, which is spread on the mats that cover the floor, and a quilt, rolled up, serves as a pillow. The great plague of the traveller is that of fleas, from which no inns are free, and the only remedy considered effectual is camphor, sprinkled on and about the bed. When you wish to be attended to, you summon the servant by clapping your hands. Yokohama is the port of Tokio, the capital, and is the principal seaport of Japan. It is situated in latitude 35° 25 north, and longitude 139° 39 east from Greenwich. Until 1859 it was a small fishing village, and consisted of a few score of thatched huts containing some hundred inhabitants. At present it contains several foreign legations. The private residences of the ambassadors are at Yeddo. There are three churches in Yokohama—the English Episcopal, the French Catholic, and the Union church, and the native Christians also have a place of worship. It contains several private schools, in which native children are taught, and four newspapers are published there in English. Gasworks, a telegraph to Europe, an English and a German club, four hotels, masonic lodges, and circulating libraries are also amongst the modern luxuries in which Yokohama rejoices. Flower shows and fêtes are held in the public gardens, and in the harbour, besides the store ships and mail steamers, there are generally men-of-war of different nations, and numbers of merchant vessels. A stranger cannot fail to be interested in a walk through the native town, where the silk, bronze, porcelain, and curiosity-shops are located, and at the "tea-firing go-downs" he may see the process of

"firing," or heating, the teas preparatory to packing and shipping. The cemetery is well worth a visit, and the different epitaphs there give the reader a vivid idea of the stormy days and troublesome times of the early settlement of Yokohama. The most imposing tombs there are those of a murdered Russian officer; two Dutch captains who were killed in the neighbourhood; Major Baldwin and Lieutenant Bird, hewn down at Kamakura; Mr. Richardson, hacked to pieces near Kawasaki; and eleven French soldiers, shot in cold blood at Osaka, and all interred here. The traveller in Japan constantly meets with Shinto shrines, Buddhist temples, wayside idols, images, and tablets of various kinds, and many other outward evidences of the religion or superstition of the Japanese people. A Shinto shrine may be known by the torii or sacred portal of stone or wood which fronts the avenue leading to the temple, and in festival times is hung with ropes and festoons of rice-straw. A Buddhist temple contains images candles, bells, drums, books, and a great, though monotonously repeated, variety of altar ornaments. Tablets, prayer papers, and locks of hair, *ex voto*, are hung around both Shinto and Buddhist sacred buildings. The shrines dedicated to Inari Sama, the patron of rice, husbandry, and foxes, are very numerous. There are small torii usually in front of them, with stone images or painted picture tablets of foxes. In the gateway before a Shinto temple two quaint looking Japanese figures in ancient armour, with bows and arrows, generally stand at either side. They are carved in wood, and gaily-painted and gilt. There are two huge red figures, such as I described elsewhere, in front of every Buddhist temple. Sandals are often hung before them by

devotees who are anxious to walk in the strict path of virtue, or who happen to have sore feet. Often the pious worshippers fling balls of chewed paper at them, and if they stick the omen is good and their prayers are answered. The believers in Shinto doctrines live in fear and reverence of the memories of the dead, and in pure Shinto shrines there are no idols. The gods worshipped there are the deified national heroes or ancestors. Shinto, which means literally "way" or "doctrine of the gods," has no moral code, and while some outsiders regard it as a noble system of theism, others look upon it as a mythology used for the purposes of statecraft. Buddhism was introduced into Japan from India through China and Corea. At present there are seven great sects in Japan, with schools, offshoots, reforms, and schisms to the number of forty-three. The Buddhists worship Buddha, with a host of deified men, and pray to a vast number of saints. They believe in the transmigration of souls and progressive states of future reward and punishment, and they are influenced in their actions by the fears and hopes of the future. Their moral code is high, and they have a great number of sacred books. Amongst the wayside images the chief is that of Jizo Sama, whose principal attribute is mercy, and to whom those who are in trouble or distress offer petitions. There are usually six images in a row, representing the six different characters or manifestations of Jizo, and to touch him is considered both meritorious and efficacious. The devotees who pray to him usually place a stone at the base of the image, on the shoulder, or on the arms, either for their own sakes, as a token of prayer, or for their friends. There are many places in the neighbourhood of Yokohama worth a visit. At

Dai Butsu, close to Kamakura, which is about ten miles distant, there is a very large temple, and it is made quite a pleasant stopping place for strangers by the old priest, who attends the image, sells beer and photographs, and plays the cicerone. Kamakura itself lies in a fertile valley almost completely enclosed by hills. The name means "sickle store house," and it is related that it was given to it by Kama Tariko, a Mikado's prime minister, who died A.D. 669. While on a pious pilgrimage he spent a night near the present site of Kamakura, and in his dreams was told by the Kami or god to lay in store or bury a precious sickle, which he carried with him, in a neighbouring hill called Matsugaoka. He did so, and his descendants ruled the district for many generations. Kamakura was for nearly four hundred years the political capital of Japan, and was the seat of the Ninamota family. Almost every spot there is classic ground to the Japanese, and the chief scenes of the greater number of the vast store of Japanese histories and historical romances are laid in or near it. Scores of battles have been fought at Kamakura, and streams of blood have flowed there. According to the report of the Jesuit fathers it once contained 200,000 houses; but to-day very little remains to attest its former greatness. The temple stands on a plateau, reached by fifty-eight steps, and near it there is a tall Icho tree, which is said to be a thousand years old. On festival occasions the sacred dances (Kagura) characteristic of Shinto are performed by dancers and musicians in front of the temple. In the court-yard enclosing the shrine there are compartments resembling cloisters, in which a number of valuable and interesting relics are displayed. Among these there are three

swords, which once belonged to Yoritomo. The blades are lacquered to prevent rust, and the scabbards of two are silver, inlaid with gold. There are three more very fine blades there, the scabbards of which are elaborately wrought with gold chrysanthemums, the Mikado's crest, and one long sword, which is ornamented with the Phœnix and Kiri flowers, and is said to have been used by Odawara Hogo. The visitor will also see bows and arrows, dragon helmets, hunting suits, old masks used in Shinto dances, and many other things. About a mile from Kamakura is the village of Hasemura, near which stands the famous bronze image of Buddha, called in Japanese Dai Butsu, Great Buddha. It is approached through a beautiful avenue of evergreens. A temple, which is said to have been destroyed by a tidal wave, formerly stood over the image. Lying near it there are huge pieces of copper, which, if put together, would form the base of the figure. The whole, according to Japanese records, is 44 feet high, and is made of an alloy of copper, tin, and gold. There are several theories as to the manner of its casting, but it seems probable that it was cast in sections, and the joints were smoothed off afterwards. Inside the image there are several gilt idols, and papers, twisted together, on which the prayers and vows of worshippers are written. Foreigners and Japanese seem to be fond of inscribing their names on the copper. There are also a number of other large images to be seen in the neighbourhood. The Imperial Japanese Government arsenal and dockyards, which are under the management of a corps of French artisans, are a few miles south of Yokohama, at Yokoska, which is easily reached by the little steamer that plies daily between the two places.

The discovery of the tomb of Will Adams at Hemi Mura, near Yokoska, has given a new and profound interest to this beautiful place. Will Adams was an English pilot who embarked in a fleet which had been fitted out in Holland for a trading voyage to Japan in 1607. After a voyage marked by many vicissitudes and great suffering, only one of the fleet arrived off Japan. At first the crew were treated with great cruelty, but afterwards with leniency and kindness. Adams, having a knowledge of mathematics and ship-building, ingratiated himself with the Shôgun, and lived comfortably in Yeddo for many years. Though honoured and treated with such kindness he wished to return home, as he had a wife and daughter in England. Not being allowed to leave Japan he took to himself a Japanese wife, and had issue, a son and a daughter, some of whose descendants are said to be living at present. His tomb was unknown to foreigners until it was discovered in the spring of 1872 by Mr. Walters of Yokohama. Adams left in his will 246,529 dollars to be divided equally between his English and Japanese families. His tomb, and that of his wife, stands a little distance from the Hemi Mura temple, on the top of a hill, a spot chosen by Adams himself for his resting place. The original expense of the tombs and stone lanterns was borne by the Japanese residents of Aryin chó, or Pilot street, who celebrate an annual festival in his honour on the 15th of June. By the liberality of one of his countrymen the tomb had been made accessible by a paved path and a flight of stone steps. The little steamer mentioned leaves Yokohama every evening at half-past four o'clock, arriving at its destination in two hours, and starts to return at seven the next morning, so that the place is easy of access

to the stranger. The country about Yokohama is well cultivated and populous, and, as the natives generally leave the doors and windows of their houses open, the passer-by has many opportunities of observation. The Japanese are black-haired and black-eyed, and their skin is of an olive brown or copper colour. Their teeth are usually perfectly white, except in the case of married women, who have a custom of blackening them. The national garment is the kirimon, which is a kind of open dressing gown, made a little longer for women than for men, and tightened at the waist by a sash. Everyone wears the same sort of foot covering, sandals of straw or wooden shoes, which are taken off and laid at the door, when entering the house of a stranger. The floors of Japanese houses are covered with mats made of rice straw. The mat dispenses with all other furniture. It is the mat on which the Japanese, wrapped up in a dressing gown and covered with a large wadded counterpane, passes the night; on it he sets out the utensils of lacquer and porcelain used at his meals, and it is the divan where, surrounded by his friends and his guests, he indulges in interminable talk, while drinking his decoction of tea unmingled with any other ingredient, and smoking tobacco. In the neighbourhood of Yokohama rice, sarrasin, wheat, tea, the mulberry tree, the cotton plant, and an immense variety of fruit trees and vegetables are cultivated. Groves of bamboos and laurels, pines, chestnuts and cypress crown the hills, and springs are very numerous. The falcon, pheasant, peewitt, ducks and geese are very abundant in Japan. Its cemeteries are beautifully kept, and are covered with flowers in all seasons. The tombs are generally simple commemorative tablets, and

each family has its separate burial place, every grave being marked by a stone with an inscription. Some Japanese customs are very curious to European eyes. Instead of shoeing their horses they wrap each hoof in a little mat, which only lasts for a day. As these mats are worn out they are thrown aside and immediately replaced, so that a large provision of them always forms a necessary part of baggage. Foot passengers treat their sandals of plaited straw in the same manner, and consequently one finds all the roads strewn with such relics. The rivers are crossed in flat boats, or on the shoulders of porters, who form a corporation, which indemnifies travellers in case of personal accidents or loss of luggage. With the exception of a girdle they wear no clothing, and their bodies are tattoed, according to the custom of the coolies of Japan. The stranger inquiring into the police arrangements of Japan will be reminded by many things of feudal times. The prisons at Yeddo have their torture chambers, their dungeons, and their places for private executions. Japanese justice is bloodthirsty and insatiable, and its principle seems to be that suspicion is condemnation. The police fall upon suspected persons like vultures on their prey, and all investigations are accompanied by the bamboo. The act of accusation is first unrolled before the eyes of the prisoner, and blows rain on his shoulders if he does not reply according to the pleasure of the prosecutor. Woe to him if he is suspected of lying! He is then forced to kneel on a framework of hard wood, and while in that position, great slabs of stone are placed on his bended legs, until they are reddened with his blood, and the pain extracts from him an acknowledgment, real or fictitious, of the crime of which

he is accused. In the eyes of a Japanese judge every accused man is guilty, and the tribunals thirst for victims, which are supplied unsparingly by the agents of the police. Absolute silence is imposed on all prisoners except on one occasion, and that is when any of their number has been condemned to death. When the officers of the prison remove the condemned from his companions in captivity, the latter are permitted to utter together and with all their might a long cry of despair, after which the silence is more impressive than before. Branding is inflicted for small thefts. It is not done with a hot iron, but with a kind of lancet, by which an incision is made in the left arm, and the scar is rendered indelible with tattooing powder. Every malefactor who falls into the hands of justice after having been marked twenty-four times, or who has committed a theft to the value of forty itsibous, is sentenced to capital punishment. The ordinary plan is to wait until three or four are to be executed, and then they are brought one by one into the yard of the prison before the governors and their officers, who are the only witnesses. The eyes of each one are bandaged, the kirimon thrown back over his shoulders, and he is made to kneel down. Four assistants, squatting beside him, hold his feet and arms, and his head falls under the sword of the executioner, who is usually wonderfully expert at his trade. The head is then thrown into a tub and washed, and it is afterwards exhibited for twenty-four hours in one of the market places of the city. The body, which is immediately stripped and washed, is placed in a straw sack, and, as soon as the first sack has been tied up, they bring out the second criminal, with whom the same operation is repeated. When the task

of the executioner is completed, nothing remains but to hand over the corpses to the claimants for them. None are put to death at the public place of execution, except great criminals, such as incendiaries and assassins. The former are given over to the flames. When they are attached to the fatal pile their hands are covered with a layer of earth, for the Japanese do not yet understand the use of chains, and their straw ropes, however well plaited, would not long resist the action of fire. Former residents in Japan have described as eye-witnesses the execution of an incendiary, who had attempted to burn the "Frank" quarter at Yokohama, and who, at his second or third attempt, was taken in the act. An illustrated broadsheet detailing such crimes is issued on the morning before the execution, and cried publicly through the streets. Assassination without aggravating circumstances is punished by decapitation. The criminal is taken to the place of execution on horseback, upon a high wooden saddle, and a rosary is hung about his neck. The cortege is headed by certain officials who direct the attention of the people to an inscription borne by coolies, which details in emphatic terms the crime which is to be atoned for. Crime is not more prevalent amongst other Japanese sects than among the followers of Buddha, though one might augur better things from the pentalogue of the latter creed, which runs thus:—

1st.—Thou shalt not kill.
2nd.—Thou shalt not steal.
3rd.—Thou shalt not commit fornication.
4th.—Thou shalt not lie.
5th.—Thou shalt abstain from all intoxicating liquor.

Ironical enough these precepts of the great Sakya Mouni sound in those temples, where art glorifies the corruption of

morals and incense burns before an idol that is indulgent to every crime; where the industry of the ministers is exercised in making money of the vices and sanguinary passions of the nobility, and in imposing on the credulity and fostering the profligacy of the people. In examining into the manners and customs of the Japanese one remarks that there is scarcely a dwelling house of the middle classes without its little garden, a sacred asylum for solitude, for the siesta, for reading, or for long libations of tea and saki. The bath is another general adjunct to the dwelling house. In addition to the morning ablution the Japanese, of whatever age or sex, takes a hot bath every day, and remains from thirty to thirty-five minutes in the water, plunged up to the shoulders or only up to the waist, but always taking the greatest care to avoid wetting the head. This unreasonable habit not unfrequently results in congestion of the brain, and even apoplexy. A custom which has become a daily need, and is practised by all classes of an enormous population, could not be in any sense private, and a tacit agreement has therefore been established in Japan which places the bath, from the point of view of public morals, in the category of indifferent actions, neither more nor less than sleeping, walking, and drinking. As the superior classes of society have dormitories and dining rooms, so each house belonging to the nobility or the upper class of citizens has its one or two bath rooms for domestic use, and there is no citizen's dwelling, however small, without some little room for a bath and its heating apparatus. When the bath is ready the entire family profit by it in succession; first the father, then the mother, afterwards the children, and all the household,

servants included. Marriage is an important question in Japan. It is usually the result of a family arrangement, made long beforehand, and with that practical good sense which is one of the national characteristics. The bride brings no dowry, but she gets a trousseau which many a lady of higher rank might be proud of. She is required to have an unsullied reputation, a gentle and yielding disposition, the amount of education fitted for her sex, and the acquirements of a good housekeeper. Considerations of pecuniary interest hold only a secondary place, and generally lead rather to business combinations than to mere money bargains. Thus when a good citizen, who has no son, gives his only or his eldest daughter in marriage, her husband receives the title of his father-in-law's adopted son, takes the name of his father-in-law, and succeeds him in the exercise of his industry. Japanese weddings are preceeded by a bethrothal ceremony, at which the principal members of both families are present. From that day forth the young people are given many opportunities of meeting and of appreciating the wisdom of the choice made on their behalf. Visits, invitations, presents, and preparations for the installation in their new home succeed each other so rapidly and so pleasantly that they are rarely otherwise than delighted with their prospects. The marriage generally takes place when the bride elect has attained her sixteenth, and the bridegroom his twentieth year. Early in the morning the young girl's trousseau is brought to the bridegroom's dwelling, and laid out tastefully in the apartments in which the wedding feast is to be held. In the chief room a domestic altar is erected, adorned with flowers and laden with offerings, and in front of this, images

of the gods and patron saints of the two families are hung. The aquariums, which are in nearly every house, are supplied with various plants, grouped picturesquely, and with symbolical significance, and on the lacquer work-tables are placed dwarf cedars and small figures representing the first couple with their venerable attributes, the hundred years old crane and tortoise. To complete the preparations by a lesson in morals and patriotism, some packets of edible sea-weed, mussels, and dried fish are placed among the wedding presents, to remind the young couple of the primitive food and simple customs of the ancient inhabitants of Japan. About noon a splendid procession enters the rooms thus prepared. The young bride, veiled and arrayed in white, advances, led by two female friends, and followed by a crowd of relatives and neighbours in robes of ceremony composed of splendid scarlet brocade, gauze, and embroideries. The two friends do the honours, distribute the guests, see to the arrangements for the repast, and flit about from one group to another. They must personify in the cut and decoration of their crape and gauze robes the charming couple, who, in popular story, set an example of conjugal felicity. If the poetical charm of the symbolism of the natural affections sufficed to render people moral, the Japanese should be the best husbands in the world. Unhappily the same man who has a right to kill his wife on the merest suspicion—if, for example, he should see her in conversation with a stranger who is no relation of the family—has not the least scruple about introducing one, two, three, and it may be even four concubines under the conjugal roof. The fashion of wedding-trips is unknown in Japan. Far from leaving the newly-married pair to enjoy

their happiness in peace, their friends resort to every pretext for overwhelming them with invitations and visits, which are always accompanied by prolonged bouts of eating and drinking. In all Japanese families death gives rise to a series of domestic solemnities—more or less magnificent—according to the rank of the deceased, but in every case very expensive to his nearest relatives. They have to bear the cost of the religious ceremonies which are in the province of the Bonzes; they have to pay for the last sacraments, the watching and the praying which is kept up without intermission in the house of the deceased until the funeral, the service which precedes the departure of the funeral procession, the funeral rites celebrated in the temple, and all the requisites for the burial or burning of the corpse, such as the coffin, draperies, torches, flowers, combustibles, urn, tomb, and collections and offerings given to the Bonzes. Then comes the turn of the coolies who have washed the body, of those who have carried the coffin, and of the temple servants whose duty lies within the enclosure of the cemetery. But this is not all: it is a pious custom that all persons of a certain station shall install at the house door a servant charged with the distribution of alms in small coin to all the poor indiscriminately who come to seek them, and, on the return of the funeral procession, all the party are expected to take leave of the head of the afflicted family, who testifies his gratitude by giving them a handsome repast. The lower and middle classes use barrels made of fir plank, with bands of bamboo bark, for coffins. Whether the corpse is going to be burned or buried, it is squeezed into the same narrow compass. The head is bent, the legs are doubled up

under the body, and the arms are crossed on the breast. It is not accidentally that the Japanese bury their dead in the attitude in which a child rests in the mother's womb. The practice enforces the dogma of a future life under an eloquent symbolism, of which the concluding action of the final parting is the most significant feature. At the moment when the coolies are about to place the cover on the jar, or the lid on the barrel, the mourning woman, who has previously assisted in the melancholy preliminaries, bends for the last time over the corpse, and places between its hands a viaticum, no doubt the strangest and most remarkable in all the mythologies of antiquity. It is a little sheet of paper, folded in four, containing a small shred of the umbilical cord which united the dead person with his mother at the moment of his birth. When maternal love, or that of the dead man's successor, has confided this emblem of a future birth to the tomb, and made under this curious form its humble protest against the seeming triumph of death, the coffin is closed, and the most important of the national funeral ceremonies is accomplished. As a conclusion to these brief remarks, a short chronological table of the principal events in Japanese history may not be unacceptable. The islands of Japan, it must be premised, were originally inhabited by a race of hardy savages, and, before authentic history commences, Jimmu Teno landed at Kinshiu, subdued the western part of the country and reigned as first emperor of Japan.

Beginning of Japanese history - - - -	B.C. 660.
Kamakura named and founded - - - -	B.C. 252.
Reign of the Emperor Suinin, civilizer and lawgiver -	B.C. 29.
Invasion of Corea by the Empress Jingo Cogo - -	A.D. 201.
Introduction of letters, writing, and printing - -	A.D. 285.

Reign of Emperor Hachiman - - - - -	A.D. 370 to 310.
Introduction of Buddhism - - - - -	A.D. 552.
Invention of the Japanese syllabary : about -	A.D. 820.
Invasion of Kamakura by Nitta Yoshisada - -	1333.
Epoch of civil wars between the Northern and Southern Mikados - - - - - - - - -	1332 to 1392.
Introduction of Christianity - - - - -	1542.
Expulsion of Christians - - - - - -	1614.
Yeddo made Eastern capital of Japan - - -	1600.
National festival to celebrate the two centuries of peace - - - - - - - - - -	1806.
Arrival of Commodore Perry in the bay of Yeddo -	July 7th, 1853.
Ratification of the treaty between Japan and the United States - - - - - - - -	March 31st, 1854.
Yokohama opened to foreign trade : first settlement -	July 1st, 1859.
First Japanese embassy sent abroad - - - -	January, 1860.
Restoration of the Mikado to original power - -	1868.
The feudal system ends - - - - - - -	1871.
The Japanese Embassy make the tour of the world -	1872.

CHAP. V.

HONG KONG.

OCT. 2nd (3rd)—At five a.m. I left Yokohama in the Malacca, a steamer of 1,046 tons burden, belonging to the Peninsular and Oriental Steam Navigation Company, and under the command of Captain E. M. Edmond, R.N.R. She had space for twenty-nine cabin and twenty-four steerage passengers, and her classification certificate bore the date of the 6th of February, 1875. The saloon passengers were the Rev. J. S. Burdon, bishop of Hong Kong, Mrs. Burdon, J. Howlden, esq., of New York, and myself. Leaving the harbour, we steamed along the coast, keeping the high

volcanic mountain, Fusi Vama, which is about 12,740 feet above sea level, in sight until evening, when a strong gale blew from the north-east tearing our foretopsail to rags. Until daylight next morning we ran before the sea, which broke several times over each quarter of the vessel. The wind was too strong to allow of any sail being set.

Oct. 3rd (4th)—The gale moderated at an early hour, though the sea ran very high during the day, and the appearance of the sky predicted another typhoon, the wind shifting at times from north-east to south-east. After having passed Ormae Saki point we had more sea-room. The town of Simoda, which was near this place, was destroyed in 1854 by an earthquake, and a Russian frigate, the Diana, while at anchor there, was whirled, we are told, many times round her anchors, at one time aground and at another in many fathoms depth. She was then greatly injured, and was subsequently lost in an explicable submarine tornado while in tow of a multitude of Japanese boats, which deserted her suddenly at some warning apparently well known to them. In the evening every preparation was made for encountering a typhoon during the night; but, though we were very near the circle in which one was blowing, we were fortunate enough to escape it.

Oct. 4th (5th)—A strong wind still blew from the east-south-east, and rain fell at times. At daylight we shaped our course to go outside Van Dieman's straits, but we were obliged to haul up for them again as the wind came off the land. At noon the shore was in sight, and we were in latitude 31° 7 north, and long. 131° 30. The distance run was 206 miles, and a current of twenty-two miles was running

against us during the twenty-four hours. About three p.m. Cape Chichakoff was ahead, and the island of Tanega Sima on our port bow. Between these lies the entrance to the straits. The wind and sea fell in a short time, and at five o'clock we entered the straits close to the lighthouse on the cape, which is the southern extremity of Japan. Steaming along we passed numbers of Japanese junks, and in about an hour got abreast of the island volcano, Iwoga Sima, which is 2,400 feet high. The immense volumes of smoke issuing not only from the crater but from different places in the side of the island were something wonderful. At the opposite side on the mainland was Senda Saki (Mount Horner), a volcano about 3,069 feet high. The scenery on either side of the strait was beautiful, and its attractions were added to by the full moon, which had just risen and flooded land and sea with its clear cold light. As we steamed along, island mountains of great height loomed in silent grandeur through the quiet night, noticeably amongst many others Yakuna Sima, 6,252 feet high, and Kuro Sima, 2,160 feet. Little white-sailed Japanese fishing boats gleamed here and there, and sometimes passed close alongside our ship. I did not think of retiring until a late hour, and it was almost midnight when I tore myself away from this delightful scene and went below to rest.

Oct. 5th (6th)—Latitude at noon, 30° 1; long., 127° 23 east: distance run, 229 miles. The weather was very fine, and a moderate north-east wind blew, as we passed the straits and steamed through the Eastern China Sea. This was the first day that our little assembly of cabin passengers met at meals and on deck. During the morning Mr. Howlden and I sat together for some time speaking of the

Japanese. He had been in the country for about two years, and gave me some interesting particulars, mentioning, amongst other things, the different punishments inflicted for various crimes. During my stay at Yokohama, he added, twelve men were beheaded for burglary and violence. I was aware that such was the fact, but could get no information at the time of the hour of the execution, which I now found must have taken place on the morning of the day I visited the city. Such things, he said, were so very frequent that they were never publicly talked of. He mentioned also the very common practice of allowing a criminal, as a favour gratifying to him, to destroy himself. A small sword is given to him, with which he cuts his abdomen across, disembowelling himself, and in some instances the unfortunate victim has been known to throw his bowels in the face of the mandarin or government officer standing by. I had some conversation, while leaning over the rail after tea, with the Bishop of Hong Kong, who for years had been travelling amongst the Japanese, and he not only confirmed what I had heard, but also told me of some horrible scenes which had taken place at executions, and alluded to some, too dreadful to relate, which had occurred at the time of the Chinese rebellion. We chatted until it grew late, and then retired for the night.

Oct. 6th (7th)—Lat. at noon, 28° 4 n.; long., 123° 48: course s. 58° w.: distance run, 228 miles. The weather was beautifully clear and very warm during the day. I spent the evening walking about on deck and chatting until bedtime.

Oct. 7th (8th)—Lat., 25° 44; long., 120° 38: course s. 50° w.: distance run, 221 miles. As this was Sunday, ship's time, the entire crew, officers and men, mustered on the

quarter-deck after breakfast. The officers were in blue frock uniform coats, and the others wore white trowsers and light blue jackets, all appearing very neat and clean. Having been examined by the captain, every man answered to his name as the roll was called over, and each one went to his respective duty on the sound of the boatswain's call. Then preparations were made on the quarter-deck for divine service. Side awnings were placed in position, the upper awning being left up night and day, and cushions were laid between the saloon skylights on the capstan, which was covered with the British flag and made an excellent reading desk. On this a large Bible and prayer book were placed, and the quarter-deck seats were placed close to it and at each side. When everything was in order, the bell was tolled, and at half-past ten the officers, some of the crew, and the passengers were in attendance, and the bishop took his place at the reading desk to officiate. Mrs. Burdon and a second class female passenger led the choir when the first hymn was given out:—

"Oh come, loud anthems let us sing,
Loud thanks to our Almighty King;
For we our voices high should raise,
When our salvation's rock we praise.

"Into His presence let us haste,
To thank Him for His favours past:
To Him address in joyful songs,
The praise that to His name belongs.

"For God the Lord, enthroned in state,
Is with unrivalled glory great;—
A King superior far to all
Whom gods the heathens falsely call.

"The rolling ocean's vast abyss
By the same sov'reign right is His;
'Tis moved by His Almighty hand,
That framed and fixed the solid land."

Though the bishop's good wife was kind enough to lead, her voice was soon lost when officers and men joined in the glorious hymn. We then had an excellent sermon, the bishop taking as his text the commencement of the 16th chapter of Luke, the parable of the unjust steward, and so ended our Sunday forenoon in the Chinese sea. At 4·30 p.m. we had evening service, and the bishop again officiated, preaching from the book of Kings, chap. 6, v. 7. We passed Turn-about Island before five o'clock, and at nine were abreast of Ockseu light, which revolves once every minute. A short time before we retired for the night at ten o'clock, the third officer brought down from aloft a hawk of a very large species, which had been flying about the vessel during the evening and had perched on the main crosstrees.

Oct. 8th (9th)—Lat. 23° 22 north; long. 117° 30 e.: course s. 56° w.: distance run, 218 miles. A splendid morning with north-east wind and clear weather. I went on deck, and had a chat with the bishop and the captain. The former had spent twenty-three years in China, and Pekin had been his place of residence for some portion of that time until he was made bishop in London, in March, 1873. For years he led a life of great hardship as a missionary, going about from place to place in a small boat, in which he lived, and preaching the gospel to the natives in their own language. His last work of note was the translation of the New Testament and Prayer-book into Chinese. His district, he told me, extended to Japan, where he had spent six months, and he was now returning to Hong Kong. Our worthy captain also, whose gentlemanly demeanour and large experience render his society and conversation a pleasure, has been

during nearly twenty years running along this coast, with which he is intimately acquainted. About 3 p.m. we passed the steamer "Bombay," bound from Hong Kong to Yokohama with the last English mail, and in another hour were steaming by almost innumerable islands on the Chinese coast. With favourable weather and fine smooth water, such as we have, I expect that we shall arrive at Hong Kong early in the morning. I went down below to pack up and make all the necessary preparations, but at nine o'clock the heat was so intense that we had to resort to pydjamas on deck.

Oct. 9th (10th)—About four a.m. the wind came off the Chinese land, blowing hard, and at daylight I rose, took a bath, and went on deck. I counted about fifty Chinese fishing junks passing close by us and all making for the land. At eight o'clock Hong Kong island was right ahead, and we began to speak amongst ourselves of parting. I had the pleasure of presenting a journal of my tour in Syria and Palestine to the bishop. After breakfast a list of the passengers and cargo was posted up. The first-class passengers were those already named, and the second-class were Mrs. Pearson, Mrs. Walker, Mr. Cooper, Mr. Jackson, and Mr. Francis. The cargo consisted of 265 bales of silk for London, 109 bales of silk for Lyons, 101 parcels of curios for London, 315 cases of tea for London, 3,613 packages for Hong Kong, and 13,000 dollars specie. At 10 a.m. we were steaming into Hong Kong, and were abreast of the harbour lighthouse about seven miles from the city. There was very little verdure to be seen on either side, and every little green spot that appeared contained two or three Chinese graves. The Chinese, it seems, have no place appointed for the in-

terment of their dead, and bury them anywhere on the sides of the hills. As we advanced I observed a Chinese walled-in city built on the river side of a small hill, on the top of which the enclosing walls formed an angle. Though called a city it appeared more like a collection of Indian huts, and could not have contained more than five hundred inhabitants. There were a number of graves outside the walls. Shortly after eleven o'clock we arrived opposite the town. Amongst the shipping there were several German, English, and other vessels, discharging and loading their cargoes, and I noticed also the steamer "Great Republic," on the deck and about the sides of which Chinese carpenters were as thick as bees, performing some repairs, necessitated by the typhoon, which could not be done at Yokohama. We hauled up alongside the Peninsular and Oriental S. N. company's steamship "Deccan," to which a portion of our cargo was to be transferred, and I sent my luggage on board that vessel as soon as possible, as she was to convey me to Bombay, *via* Singapore, Penang, and Galle. Numberless sampans (small boats) were waiting about our steamer to be employed in taking anyone on shore, and these were almost all managed by women, who fought with each other to get near the gangway. Many of them had their infants strapped at their backs while thus engaged. In these sampans families live altogether, as at Yokohama, but the male portion sometimes procure employment on shore during the day. Thousands exist in this way, and when their children are able to move about, a small inflated life belt is made fast under their shoulders to guard against the danger of falling overboard. At Canton about 500,000 live in these boats. I got into the

first to hand, and the women pulled to shore, reminding me at the time of Mr. Cahill's well-organised crew at Ring in Queenstown harbour. They landed me close to the Hong Kong hotel, and then surrounded me holding out their hands for payment. However, as I had made it a custom to let the hotel clerk pay any coolies or boatmen employed by me, I did so in this instance also, and found the charge to be ten cents, or five pence. Taking into consideration a crew of three and the musical Chinese voice of the oldest, who could not have been under seventy years of age and who harangued with another about the same age, apparently conquering by the strength of her tongue, which now and then seemed to the eye to be of no small length, I ordered another five pence to be given to them, and they went away satisfied. In a little time I made my arrangements at the hotel, where the charge was three dollars a day for board and lodging, and eight shillings per 100 pieces for washing. I went afterwards to the post-office, and walked about the city, purchasing curios here and there. Dinner was ready at the hotel when I returned; and afterwards, at a rather early hour, I bade my fellow-traveller, Mr. Howlden, good night, and retired to rest.

Oct. 10th (11th)—I rose early, and after breakfast employed a palanquin for the day at the charge of one dollar. The palanquin is a bamboo chair, beautifully made, with an awning or cover, and is carried on poles by two coolies. I went first to see the cathedral, which is a very fine building, rather plain interiorly, and could certainly hold over 1,000 worshippers. The Catholic cathedral is also a fine edifice, and forms a large square, over the front of which rise two domes. Indeed the number of Catholics here seems to be

greater than the number of Protestants, and their schools are apparently better attended. The Sisters are to be seen every evening taking their usual walk with the school children, and the very neat way in which those little ones are kept, as well as their orderly manner, is the admiration of every one that sees them. Hong Kong is built on the side of a hill, and has but one main street, which runs along the water level. This street contains all the merchants' offices, the banks, the post-office, and the curio shops, and is bounded at the extreme southern end by the artillery and infantry barracks. Immediately over the city rises the peak, in shape resembling a sugar-loaf, and on the top of this stands a signal tower, by which vessels are reported before they enter the harbour. Here and there on the side of this hill the detached residences of the better class were scattered, and presented a picturesque and pleasing appearance. Hong Kong Island is described as being about nine miles long from north-west to south east, and averaging from two to five miles in breadth. It comprises an area of twenty-nine square miles, and is of a somewhat barren and unpromising aspect. It consists for the greater part of ranges of rugged hills, the highest of which is 1,825 feet above sea level, and its supply of water, a very important consideration, is abundant and unfailing. Great Britain first became possessed of this territory in January, 1841, by the treaty of Canton, which was further confirmed in August, 1842, by the Nankin treaty. The population, which in 1841 was only 5,000, had risen in 1861 to a total of 119,321, of whom 1,557 were Europeans, and in 1863 amounted to 155,387—an astonishing increase in less than three years. About 1,534 vessels entered the harbour in

1860, amounting to a total of 875,199 tons burthen, and of these 272 vessels, with a total of 160,410 tons, were in ballast. The native boats frequenting the island bring cargoes of sugar, alum, sulphur, rice, nut oil, dye barks, provisions, &c., and take in exchange opium, manufactured goods, saltpetre, and stones quarried in the neigbourhood. It was not until 1866 that a mint was established here, and special coinage struck. The dollars issued bear a head of Queen Victoria on one side, and some Chinese characters on the other. Hong Kong may be considered as the British head-quarters in this part of the world. It is the more fitted for this as it possesses excellent harbourage, being indented with numerous bays, of which those at the south-east of the island are the best, and of the latter Tytam Bay, a deep inlet carrying depth of ten to six fathoms, is the safest. There are very fine docks at the Hong Kong side of Aberdeen harbour. They are 335 feet long, and 78 feet wide, with a depth of 18 feet on the sill at spring tides and 16 feet at neaps. Close to these Aberdeen docks there is another granite dock, 400 feet long and 85 broad, with a caisson gate 78 feet wide at top. It has a depth of 20 to 24 feet on the sill. Not far from this there is a patent slip capable of taking a vessel of 600 tons burthen. I saw a good deal of Hong Kong life on this my second day on shore, and spent the evening shopping and sightseeing. On my return to the hotel I found my old friend Captain Cobb, of the "Great Republic," waiting to see me. We dined together, and had long talk over our narrow escape from destruction in the typhoon and his difficulties in getting the necessary repairs done to his vessel. It was almost ten o'clock when we bade each other farewell, and parted, probably never to meet again.

Oct. 11th (12th)—I packed up and made all my preparations at an early hour, and after breakfast ordered a sampan to go on board the "Deccan," which lay at her buoy ready for sea. At noon the company's steam launch came alongside with the mails, on receiving which we started. The "Deccan," 2,156 tons burthen, is commanded by Capt. J. D. Gaby, and is licensed to carry 193 saloon and 54 second-class passengers. I found that Mr. Howlden, and a Parsee merchant with his wife and four children, were amongst those on board. After we left Hong Kong tiffin was served at once, and at six o'clock we had chow chow, or dinner. Few of the passengers appeared on deck during the remainder of the evening.

CHAP. VI.

SINGAPORE.

Oct. 12th (13th)—Latitude at noon, 18° 4 north; long., 113° east: distance run, 260 miles. The north-east monsoon commenced, and we ran along during the day with all possible sail set. In the evening the wind was steady and the weather clear.

Oct. 13th (14th)—Lat., 14° 8 n.; long., 111° 55 e.: distance run, 225 miles. In the morning fine north-east winds blew, and the weather was clear. The passengers were on deck barefooted in pydjamas at an early hour. It was very hot during the day, but in the evening the weather grew dark

and cloudy, numbers of typhoon flies were about, and lightning at times flashed on the horizon. No sail was set all day.

Oct. 14th (15th)—Lat., 10° 17; long., 109° 10: distance run, 283 miles. We had light variable winds in the forenoon, and cloudy weather. At 10·30 a.m. the captain read the morning service on deck, and about eleven o'clock we passed Pulo Sapatu Island. Our Sunday afternoon was dull and heavy. We steamed by the Phillipine Islands and Manilla harbour, which lay on our left, and shortly afterwards left French Cochin China behind us on the right.

Oct. 15th (16th)—Lat., 6° 1 n.; long., 106° 36 e.: distance run, 296 miles. Very heavy rain fell about three a.m., but at daybreak the weather cleared. Since we left Hong Kong the great vibration aft has obliged me to write at the table in the centre of the vessel. This part of the steamer was intended for first-class passengers, but is now used for second-class, as the space for the latter is taken up by cargo. When writing to-day I observed to Mr. Corbett, the purser, who was sitting opposite me, that a Chinaman, who was standing at a door leading to two sleeping cabins close behind him, had not left that post since we started. I remarked that, from his appearance, the man appeared to be insane. "Not at all," said the purser; "he has two wives in one cabin, and has charge of two more women who occupy the other." My previous impression was more or less confirmed nevertheless by this remark. After dinner we passed the remainder of the evening in the usual way on deck.

Oct. 16th (17th)—Lat., 1° 44; long., 104° 43: distance run, 281 miles. The weather was perfectly calm, and very

hot. At eight a.m. we passed the island Pulo Aor off the Malay peninsula and about a hundred miles from Singapore, and in a short time afterwards a fine milch cow, which had died from lung disease, was committed to the deep. At four o'clock in the evening we steamed by a lighthouse on our port hand, and left the Chinese sea, entering the straits of Singapore, about thirty miles from that town. The pilot came on board at 6·30 in his steam launch, and in less than half-an-hour we anchored off Singapore.

Oct. 17th (18th)—Very heavy rain fell during the night, but towards morning the weather cleared. At five a.m. we got under weigh and went to the wharf in a small bay, called New Harbour. When the vessel was made fast I went for a walk before breakfast. The sides of my pathway were lined with cocoanut and banana trees, pine apples, oranges, and other fruits. I noticed also large quantities of balm of great height, and different kinds of tropical trees all in full bloom. As I returned on board to breakfast numbers of naked Malays gathered about the wharf selling bamboo canes, pine apples at 1*d.* each, oranges for about 70 cents the hundred, and bananas, large bunches for 3*d.* Long bamboos had been made fast to the cocoa-nut trees overhanging the wharf, and on these parrots, lories, cockatoos, and other bright plumaged birds were exposed for sale. Some canoes alongside were filled with eager vendors of different kinds of beautiful shells, and others contained Malay boys watching to dive for coppers which might be thrown to them. It was amusing to see several plunging together to catch a cent, and then expertly getting into their little canoes on coming to the surface. After breakfast I and my fellow passenger, Mr.

Howlden, drove to Singapore, which was about three miles from our landing place, in a pony trap. Only very small ponies are used here for hire, and the little traps are very neatly kept, and are covered to keep off the scorching sun, the heat of which is intense in a place so close to the equator as Singapore. The charge per hour was 30 cents, or 1*s.* 3*d.* We drove through groves of fruit trees, amongst which small huts were scattered here and there. Some of these were built on bamboos, eight or ten feet above the ground, and others were elevated over small rivulets in the same way, the water flowing beneath them. On every rising ground we saw numbers of graves, and the temples by the side of the way were by no means few. Every little hut seemed to be a shop for the sale of something in the shape of eatables, and such inhabitants as we saw were quite destitute of clothing. On our arrival in Singapore we drove to the European Hotel, and made arrangements to put up there for the night. The charge for board and lodging at this hotel, which stands in the midst of beautifully laid out grounds facing the harbour, was, we were informed, three dollars or twelve shillings. As we were anxious to purchase some photographs, we called during the day at the only shops where they were sold. One was kept by an European, and the other by a Chinaman, but both were absent. The latter had left a written notice to the following effect stuck up outside his door.

NOTICE

I hereby every gentlemant I going to Hong Kong a few days about one month ago I come back againt

Your affectionate
POH WAL.

We returned to the hotel at an early hour, as we were not able to stand the intense heat. The town of Singapore is built on each side of the Singapore river, a small stream only navigable for boats. The commercial part of the town is on the south side of the river, the bank on that side being lined with quays and godowns. A godown, by the way, is a warehouse, and is also a name applied to the customs wharves both in Japan and China. The river is usually crowded with cargo boats, and many other descriptions of small craft on their way to and from the ships in the harbour, presenting a busy scene. It is a free port, so that there are no harbour or tonnage dues. The principal landing place is at the Walhousie pier, a structure of stone and wood on the northern side of the entrance to the river. An obelisk stands near the inner end of the pier, and around it are four red lights which serve to point out the position of the landing place at night, a white light being shown on the outer end of the pier. Close to the left of the obelisk, as seen from the sea, there are two fine buildings, the courthouse and the town hall, and on the right is the esplanade, a grass enclosure surrounded by a carriage drive. This extends about a quarter of a mile along the sea front, and is the fashionable resort of the European residents in the cool of the evening. The masonic hall, which is just behind the esplanade, is a very fine structure, and to the right of it stands one of the finest ecclesiastical buildings in India or China, St. Andrew's church, which is built after the model of Netley Abbey, and is surmounted by a lofty spire. To the right of the church there are a number of handsome detached houses; and beyond these, when viewed from the

anchorage, stretches the rather extensive native town, partly concealed by the sandy point of Tanjong Rhoo, which is the extremity of the land forming the northern shore of Singapore island. The island is 25 miles long, and 14 broad, comprising an area of 206 miles. It is separated from the mainland by what is called the Old Strait, and presents the appearance of one continuous forest. The free port of Singapore, which now ranks as the third port in the commerce of India, was founded in 1819 by Sir Stamford Raffles, who had the sagacity to perceive that from its central geographical position on the direct route between India and China it could not fail to become a place of great commercial importance. Its rapid growth has exceeded expectation. The total amount of imports in 1833 were £3,748,000, and in 1863 it had risen to £12,017,000. From Europe it imports treasure, manufactured cotton, woollens, beer, wines, arms, ammunition, iron and iron work, copper and yellow metal, lead, earthenware, canvas, &c.; from Calcutta, opium, grain and saltpetre; from China, gold bars and dust, sycee silver and dollars, sugar, tea, camphor, cassia, alum, raw thread silk and tobacco; from the Dutch ports in Java, treasure, tobacco, rice, pepper, coffee, cottons, birds' nests, cloves, cassia and cinnamon; from Borneo, unprepared sago, antimony, rattans and gutta-percha; from Celebes, articles of the same kind; and from Sumatra, the Malayan peninsula and Australia, horses, coals, bread stuffs, &c. The chief articles of export are gambier, tin, sago, tapioca, black and white pepper, tortoise shell, mother of pearl, gutta-percha, nutmegs, mace, camphor, coffee, stick lac, and many other articles mentioned in the imports. By the

shipping account it appears that from the first of May, 1862, to the thirtieth of May, 1863, 1,279 square-rigged vessels, of 471,441 tons burthen in the aggregate, arrived at Singapore. No very reliable records are kept of the junks and trading vessels frequenting the port. The total amount of revenue from all sources in the year ending April, 1864, was £191,909. The latest census shows the population to be about 94,000, of whom 14,000 are Malays, 58,000 Chinese, 13,000 natives of India, 6,500 from other parts of Asia, and the remainder Europeans. In this population there is a curious disproportion, as taking the inhabitants of the whole island there is but one woman to every six men, and amongst the Chinese the difference is still greater, there being only one woman to eighteen men.

Oct. 18th (19th)—It rained heavily during the night, so that the weather was deliciously cool in the morning, when I took a walk to see the cathedral. Afterwards I went to visit the sailors' home, through which I was shown by the manager, Mr. Phillips, who also accompanied me over the grounds. Certainly he deserves praise for the excellent manner in which the institution is kept. The building had been a large private residence, to which were attached extensive grounds and out-offices. The latter have been fitted up as dormitories for seamen. The average number received during the year is about 80 officers, 150 men, and 250 distressed seamen. No financial statement had been published from 1859 to 1874, but on the 31st of December in the latter year the institution had to its credit 1,668 dollars. It has a yearly government allowance of 600 dollars. On leaving the home I went to the botanic gardens, where there

are specimens of almost every tropical plant and tree of note, and then returned to the hotel, had tiffin, and drove to the steamer. At five p.m. we got away from the wharf, a slight delay having occurred in consequence of the hawser getting foul of the fan, and proceeded through the western passage, which is well marked on both sides by built beacons, on which are long poles with red and white balls. The red are on the port side of the channel, and the white on the starboard side going out. The outside entrance of the channel is marked by two red balls on the beacon. At dinner I noticed a number of strange faces, and I was told by several that they were going to Penang snipe shooting. The country there, it appears, abounds with those birds, and different other kinds of game. About eight o'clock we were steaming through the Straits of Malacca between the Malay peninsula on the one side, and Sumatra on the other, and at midnight we experienced a very heavy thunderstorm with wind and rain, so that it was considered necessary to stop the vessel for some time.

Oct. 19th (20th)—Having left Singapore and the distinguished land of "Batu Balayar," or Lot's wife, behind us, at an early hour this morning we saw the triple peak of Ophir, and about ten o'clock passed by the land of Ophir, where it is supposed the Hebrews traded for gold, &c., in the time of Solomon (1 Kings, 9 cap., 27 and 28 v.) By noon we were opposite the coast of Malacca, and at three p.m. passed the lighthouse raised on iron piles over One-fathom Bank, which was considered one of the most dangerous shoals in the vicinity. After dinner we spent our evening on deck as usual.

CHAP. VII.

PENANG AND GALLE.

OCT. 20th (21st)—At 10·30 a.m. we took the Penang pilot on board, and in a short time afterwards anchored off the town of Penang close to H.M.S. "Juno." The place had somewhat the appearance of a wood of cocoanut trees, amongst which numbers of houses appeared here and there. Several vessels, principally steamers, lay off the town. Soon after we anchored I went on shore with my friend Mr. Howlden, and Mr. Cameron, a gentleman who joined us at Singapore, and drove to the Waterfalls, some three miles from the town. The houses and the people along our route resembled those at Singapore, and the entire country seemed to be a mass of different trees, almost all of which produced some kind of fruit. We amused ourselves at the falls picking up nutmegs and examining the various trees. On going a little farther up the valley we observed a large trunk lying across the stream, and as we approached it a number of monkeys ran down a path and across the fallen tree, disappearing into the jungle on the other side and making a horrible noise as if we were not welcome guests. We soon returned to our pony trap, and drove back to town, where we had tiffin at a hotel. We then went to the market and purchased some limes, and afterwards went on board. We were delayed about an hour while the divers were at work clearing a portion of the hawser which remained on the shaft at Singapore, but we got

to sea before dark and enjoyed an evening's rest on board, doubly enjoyable after the excessive heat of the day on shore. I may remark that Penang is a free port such as Singapore, shipping not being liable to any port charges, such as tonnage dues. For surveys, however, there is a regular scale—the charge for passenger vessels (steamers) of the largest tonnage not being over 22 dollars, and there is also a regular scale for all other charges in connection with the transfer or sale of shipping. The exports and imports consist of the same articles as those mentioned for Singapore. The island of Penang is not very extensive, being about sixteen miles long and eight broad. It was obtained by the East India Company from the King of Quedah as a naval station in 1786, and is a place of considerable importance. A lofty range of granite hills, of which the highest is 2,713 feet above sea level, intersects the island, which is high and irregular towards the north-west, but slopes down into low wooded land to the west coast, which forms a regular bay. The town stands on the east side. The interior of Penang is very beautiful, and the transparency of the atmosphere lends a charm to its magnificent mountain scenery, which is wanting in other lands.

Oct. 21st (22nd)—The weather was very fine and the sea calm. At 10·30 a.m. service was read in the cabin by the captain. When noon came we were in latitude 5° 43 north, longitude 97° 4, and had run a distance of 205 miles. Leaving Malacca straits, the land about Acheen in Sumatra was full in view. This place has been for some years the seat of a desperate war between the natives and the Dutch, who have possessions in the island. I was informed that the losses the Dutch have lately sustained are almost incredible.

They have suffered not only by war, but from cholera, dysentry, and fever, which are, indeed, not alone prevalent in Sumatra but extend to Java, Borneo and the Malay peninsula. As we steamed along a boat was observed at some distance, and the captain, fearing that some person requiring assistance might be on board, ordered the helmsman to steer for her. On approaching the boat, over each side of which straw matting was hanging, we found there was no one in it, and, leaving it to its fate, proceeded on our course. We were not quite clear of Sumatra until about 11 p.m.

Oct. 22nd (23rd)—The morning opened with a strong west wind and cloudy weather. I went forward to see two very handsome spotted tigers, which had been caught a short distance from Penang, and which one of our passengers, a Dutch gentleman who had resided in the country for some years, was taking home. At noon we had very heavy rain, and strong head winds. Our latitude by D. R. was 5° 54 north, longitude 92° 54, and the distance run was 248 miles. At four o'clock the rain was still falling, and the weather was dark and gloomy. There were frequent heavy squalls during the evening.

Oct. 23rd (24th)—We had cloudy weather again to-day and heavy rain fell, but it cleared about noon, by which time we had run 256 miles, and were in latitude 5° 32 and longitude 88° 40. I chatted for some time after dinner with Mr. Cameron, who related many of his adventures since he left his home a boy of twelve years of age. He also told me of the property he became possessed of by his own industry in Australia, and how he had enriched himself in Japan, where he had resided for twelve years, and was now

going home to see his aged mother in the Co. Leitrim, which he had left so many years before a mere schoolboy. He had a magnificent collection of curios, which he kindly allowed me to examine, and presented me with a handsome pair of tiger's claws. As it grew late we bade each other good night, expecting to meet in the morning the mail steamer from Ceylon to Penang and Singapore.

Oct. 24th (25th)—We had strong westerly winds and rain up to noon, and there was, up to that time, no appearance of the mail steamer. Our distance run to-day was 229 miles, latitude 5° 49, and longitude 84° 50. Being now well across the Bay of Bengal, we hope to see Ceylon at an early hour to-morrow. Before tiffin a large ship was reported standing south. This was the first we saw since leaving Penang. Showers fell during the evening.

Oct. 25th (26th)—We were favoured by moderate westerly winds in the morning when Ceylon came in sight, and a heavy swell was running into Gallé harbour, which is quite exposed to the southward, as we anchored there at noon. After tiffin we went on shore, and most of us took up our quarters at the Oriental Hotel, kept by Mr. Barker. There are several other hotels, as the Sea View, Eglinton, London, and Loret's Hotels, within easy walking distance of the landing place. We found numbers of passengers on shore, who had just arrived by the steamers "Assam" from Australia, and "Nizam" from Calcutta. I took a walk through the town, which is built on a peninsula, and was originally founded by the Portuguese. It was reconstructed by the Dutch, who fortified it with extensive walls and ramparts, and is now one of our possessions in the East.

The Episcopalian church, Wesleyan chapel, and the Dutch Presbyterian church, a fine spacious old building in the shape of a cross, are all within the fortifications, and the Roman Catholic cathedral, a beautiful edifice with two domes, stands outside the fort on the side of the peak. The services in the Methodist church are held in English, Portuguese, and Singhalese, at different hours each day. On returning to the hotel I found a crowd of Singhalese selling sapphires, rubies, topazes, amethysts, and catseyes, all of which are found here in the Saffragam District, the chief town of which is called Ratnapura, or the City of Gems. The rough stones are purchased by the dealers, who cut them and sell them in Gallé. The process of cutting may be seen in the different jewellers' shops. Pearls can also be purchased, and are fished for in the different places round the coast of the island. The tortoise shell work of Gallé is very beautiful. The yellow is much more expensive than the black, because for the former the claws of the turtle are used. Lace is another very beautiful and plentiful article of trade here, and can be had in the form of caps, cuffs, collars, and trimming for dresses, at a moderate price. There were a number of dealers at the hotel during the day with packages of chains, bracelets, armlets, combs, hairpins, &c., for sale, but, except in the case of the more respectable traders, considerable caution has to be exercised, as when the stranger has given £2 for an article for which £20 was the price first asked, he may find that it is not really worth half a crown. Having remained for some time examining numerous fine specimens of Singhalese work, I went with some of my fellow-passengers for a drive in the country.

The charge in such instances is 1*s.* 6*d.* an hour, or 6*s.* from six o'clock in the morning to six in the evening. As we went along we found the roads in excellent order, but, on approaching some dense jungles, we turned homewards, fearful of the animals which frequent them. Amongst the different species to be found in Ceylon are the elephant, leopard, bear, buffalo, wild pig, and porcupine. Deer are very abundant in some parts of the island, and such birds as pea fowl, jungle fowl, teal, doves, snipe, golden plover, and parrots. The latter are commonly used as an article of food, and make an excellent pie, as the writer is aware from his own experience.

Oct. 26th (27th)—I rose early, and attended service in the English church at seven o'clock. It is called "All Saints Church," and is a very handsome edifice of recent construction. After breakfast a bustle arose, the Australian steamer "Assam" being about to start for Colombo. Some went by coach overland to meet her there, while others preferred to get on board at once, so that Mr. Barker lost many of his boarders, and the Singhalese dealers were left to regret their departure. The Singhalese men wear their hair in a peculiar fashion. It is rolled up at the back and fastened with a tortoiseshell comb, something in the same manner as it is by English females. The women are known by having their hair cut short, and, so far as dress goes, there is no difference in the clothing of those who can afford to wear any. While sitting outside the hotel during the day I saw a number of Singhalese jugglers and snake charmers. The former went through their different games, and both, the latter especially, performed most extraordinary feats.

The charmers had baskets containing snakes, of which the largest was about twelve feet long. Before uncovering a basket the performer played for a short time on a musical instrument, and then, while playing with one hand, opened the basket with the other. The snake raised its head from the centre of its coil, looking directly in the face of its owner, who took it, coiled it round his neck, and in a short time replaced it in the basket. One, however, was not so tractable as the rest, and made a dart at a monkey which was amongst the spectators. Both the animal and its owner had a narrow escape, as the charmer only just seized the snake as it was in the act of catching the monkey, which had taken refuge on the head of its master. News now reached us of the loss, close to the port, of the British ship "St. Peter," with a general cargo from England. One man had been killed in the wreck, and another was in a dying state. The vessel it appeared struck on a rock about a mile from the shore, and beat over it, fortunately beaching on the main land. Our steamer having been posted to leave in the morning, all the passengers went on board for the night. The crew were busy on board until midnight, taking in cargo.

Oct. 27th (28th)—The rain fell in a continual downpour, so that all the cargo could not be taken in, and we were detained in harbour to-day. We are, however, to leave by eight o'clock to-morrow morning. In the afternoon, when the rain ceased, I went on shore with one of our passengers, Lieut. Cole, of the 80th Regt., who joined us at Singapore. We had a long walk, and returned to dinner at six o'clock. Had the traveller time, there are many places in Ceylon well

worth a visit, and several interesting spots near Gallé may easily be seen. There are cinnamon gardens close to Wakwella, about five miles from Gallé, and the scenery along the way is beautiful. In the distance rises Adam's Peak, a mountain held in the greatest veneration by the Buddhists, who annually perform a pilgrimage to the summit; and even decrepit men and women ascend, as we are told, by the aid of steps and iron chains along the sides of deep precipices, to earn "merit" by worshipping at what they believe to be the footprint which Buddha left upon the solid rock ere he quitted the island. The cinnamon plant is to be found in many gardens near the town as well as at Wakwella, but it is mainly on account of the pleasant drive that the latter is so much frequented. It is impossible to describe the plants and shrubs of this land of verdure, and its luxuriant trees. A brief mention of a few must suffice. The jack tree, of which common furniture is made, bears an enormous fruit, which grows from its stem as well as from its branches. Then there is the bread fruit, not unlike the jack, with its long leaves and green or yellow fruit, considered the finest of all. There is also the cachu tree, the nut of which, when roasted, is exceedingly delicate in flavour. Of palms there are many. Foremost among these is the cocoa-nut, of which the uses are numberless. Its leaves serve as a house for its owner, and its fruit yields meat and drink. It gives him firewood, oil to light his dwelling, rope to strengthen it, and arrack as a stimulant. The nut of the areca palm is incessantly chewed by the natives. The plaintain or banna is the very type of tropical luxuriance, bearing in profusion. The principal source of the island's

prosperity is, however, the coffee laurel, which may be seen scenting the air with its delicate white blossoms, or covered with rich red berries. These are but a few of the productions of the island. The climate of its mountains, which rise to the height of eight thousand feet, is healthy, and gives a change which requires fires and European clothing. Before leaving Gallé I should not forget to mention the boats for hire. These Singhalese boats are different from any I have ever seen. Their greatest breadth is about one foot, and they are from fifteen to twenty feet in length. The seats for passengers are fastened to the gunwale outside the body of the boat, and the greatest care has to be taken in sitting on them, as the breadth of the boat does not allow one to place his feet across, and in case of a stumble legs are sure to be broken. They are kept from upsetting by outriggers, to which are lashed long pieces of wood, and when the boats are under sail the men are some feet outside them on these outriggers, so as to keep them from capsizing.

Oct. 28th (29th)—It rained heavily nearly all night. We unmoored at 8 a.m., and about nine o'clock were out of Gallé, clear of the Bay of Bengal, and leaving the southermost part of India for Bombay. Steaming along round Dondera Head, we shaped our course to the north west for Cape Comorin, the south point of the province of Travancore, and spent a very pleasant evening on deck.

Oct. 29th (30th)—Strong westerly winds blew during the day. The land about Travancore was in view, and Cochin light came in sight about 9 p.m.

Oct. 30th (31st)—The weather was calm and very hot. I was unwell during the day. Passing close to the shore

we saw several small coasting vessels, and about noon we were opposite Mangalore, and Seringapatam inland.

CHAP. VIII.

BOMBAY.

OCT. 31st (Nov. 1st)—Light northerly winds blew during the forenoon. I was unwell and lay in bed with a feverish attack, having a bad headache and sore throat. About eleven o'clock we passed a P. and O. steamer, bound from Bombay to Gallé and China, from which we learned by signals that we were to proceed home from Bombay on the 6th instant. We were all delighted at the idea of not having to change steamers. In the evening we were favoured with a moderate north-west wind.

Nov. 1st (2nd)—The moon was shining brightly, the sky was clear, and there was no wind, when about 2 a.m. the pilot came alongside. At three we anchored, or moored to the buoy, off Bombay, and, after a nine o'clock breakfast, the cabin passengers went on shore. I went to the Byculla Club or Hotel, a very large square building, two storeys high. There were corridors on each floor, and dormitories at the sides, from which windows opened on a covered balcony overlooking the street and detached houses and gardens. From the rear there was a fine view of the surrounding country, and numerous gardens. I and my fellow passengers dined together at 7·30 p.m., and afterwards I got a reply from Deotale camp to a telegram of mine, informing

me that my old friend Col. Cochrane, of the 7th Fusiliers, was in Bombay. Fearing that he would leave by the morning train I went to look for him, and found he was dining at a bungalow some distance off. I left my card for him at the club, and returned to the hotel. On my way I saw a Mahometan funeral. The coffin, of which the sides were visible, was covered with a gorgeously ornamented cloth strewn with flowers, and was borne by four men. The cortege was an imposing sight, and consisted of about fifty mussulmen dressed in loose white clothing with red and white turbans. As we drove on farther I heard the sound of music, and at the corner of the next street a Parsee wedding came in sight. We stopped until it passed, and it was indeed a strange spectacle. It was preceded by a hundred black men almost in a state of nudity playing on indescribable instruments, and these were followed by a number of horsemen in all sorts of light coloured garments. Then came the bride and bridegroom dressed in white, on horses, under a canopy which was supported at either side by half dressed coolies. The bride, who reached her hand to any passer-by who wished to have a shake hands, was fanned as she went along by coolies who bore large fans at each side of her horse, and the couple were followed by horses carrying furniture, bed, bedding, &c., as is usual in such processions in the East. Beside the cavalcade marched coolies bearing torchlights, and altogether the effect could be better imagined than described. The wedding party having passed, I drove to the hotel, and was very glad to get to rest after the fatigue and heat of the day.

Nov. 2nd (3rd)—I had a severe feverish attack, and,

being very ill, remained in bed all day. About five o'clock Col. Cochrane called and remained with me some time chatting.

Nov. 3rd (4th)—I was still unwell, but in the evening I was able to take a drive, after which I returned to the hotel.

Nov. 4th (5th)—I was not well enough to attend service this morning. At noon the proprietor of the hotel sent me a card of admission to the different burial grounds, and as it was my last evening in Bombay, I made an effort to see them. I drove first to the Mahometan and Hindoo grounds. The two are one large enclosure, which extends over about six acres, well walled in, and there is but one main entrance to both. About one-eighth of the whole is apportioned to the Hindoos, and is separated from the rest by a light wall. The graves in the Mahometan division were such as those in England, but the Hindoo portion seemed merely like a long avenue about 500 feet long and 40 wide. At one side there was a range of sheds, in which a quantity of wood was packed. There were three fires, about twenty feet apart, lighting in the centre, and on each there were dead bodies. Each pyre was eight or nine feet in length, and from three feet six inches to four feet broad. The body of a man, apparently thirty-five years old, was on the first one nearest the entrance. On remarking to the principal attendant that the head had been left exposed outside the end of the pile, which was then blazing, he merely remarked, "That burn by-and-by like cocoanut." Passing to the second fire I saw on it the body of a child nearly consumed, and on the third there was the corpse of a female about twenty-five years of age.

About six or eight coolies attended each pile throwing up the flaming timber on the body as it fell, and from what I could learn from the chief, who spoke a little English, I understood that in about two hours no portion of a body would be discernible. When I was about to leave I asked him if any other bodies were expected that evening, and his reply was, "Me not know: God him know." It is not easy to conceive the thoughts with which such a sight fills the mind. As I was anxious, however, to see the manner in which the different religious sects treated their dead, I remained until the bodies were completely consumed, and then drove to Malabar Hill to the Parsee ground. Here I gave my pass to the keeper, who permitted me to walk a few hundred feet towards one of the towers built there, so that I might have a view of the extent of the enclosure. It was a walled-in space of about five acres in extent, and in this stood four round towers, probably two hundred feet in circumference and forty feet high. The entrance door was about half-way up in the wall. On approaching, as I said, to within a few hundred feet of the nearest tower I was stopped by the custodian, who would not on any consideration permit me to proceed further. I stood for some time trying to make him understand some questions I asked, but found he could not speak a word of English. I turned again to look at the towers, and counted about seventy of the largest vultures I had ever seen sitting close together on the top of the wall of the nearest one. I have no doubt but that they extended all round, though I could not see the back of the tower, as I was prevented from moving forward in any direction. These cannibals, as I may call them, did

not seem in the least disturbed by my presence, but all sat looking down into the tower, which, like the others, had no sort of roof. The custodian, fearful that any Parsee would see me so far in the grounds, beckoned me to a large covered shed close to the entrance, and, as I found it useless to attempt to proceed further, I followed him to it. When we entered he unlocked a large box in which there was a model of the inside works of the towers. From what I could see of the model, the floor of the tower was on a level with the entrance, and was separated into three circular divisions. There were receptacles all around close together, large enough to lay a body in, but not more than six or eight inches deep. The first division was intended, I was told, for males, the second for females, and that nearest the centre for children. There was a square hole in the middle about twenty feet deep and ten square. When any number of bodies had been laid in the receptacles for them the vultures immediately stripped the flesh from the bones, and some young bird not accustomed to the work would occasionally fly off with a portion, leaving a bone perhaps near the windows of some house close by, as nearly all the residences of the most respectable inhabitants of Bombay are on Malabar Hill. As I was inspecting the model I was touched on the shoulder by the custodian, who handed me a written description in English of the interior of the towers. The account corresponded to that which I have just given, with the following addition: "The corpse is completely divested of the fleshy part in one hour, and the bones, when perfectly dried up by the atmosphere, are thrown into the hole or pit, where they crumble to atoms. Thus the rich and the poor

meet together on one level of equality after death. There are holes in the side of the pit where rain water flows out. At the mouth of each drain at the bottom of the tower sand and pieces of charcoal are placed to purify the water before it enters the grounds. Thus is observed one of the tenets of the Zoroastrian religion that the mother earth shall not be defiled." As it grew late I drove back to the hotel, and managed to dine at the table d'hôte, after which I retired to my room. A few remarks on Bombay will not be out of place here. In 1872 the town contained 646,636 inhabitants. It is the chief seaport of western India, and is the capital and seat of government of the Bombay Presidency, one of the great provinces into which for the purposes of civil and military administration the British possessions in India are divided. Until very late years Bombay was considered as very inferior in importance to the presidency towns of Calcutta and Madras; but the rapid development of the railway system, which has constituted Bombay the common western terminus for all the great lines of communication in India, and has caused it to be selected as the port of arrival and departure for the English mails and English troops, secures to the town a prominence which has been increased by the steady growth of the cotton trade of which it is the natural centre in India. The Suez Canal also, and the opening (on the 1st of April, 1870,) of the through line of railway to Calcutta, have immensely increased the commercial importance of this great port. The town is built on a cluster of islands, which are connected with each other and with the mainland by causeways. The whole now forms a peninsula, which lies nearly due north and south, and terminates in a

narrow point of land at the extremity of Colaba. With the exception of the Malabar and Worlee hills on the western shore and Chinchpoogly hill on the eastern, the land around Bombay is very flat, and a very large area, which is below sea level, is annually flooded during the rainy season. The harbour, one of the finest in the world both for its accommodation and the beauty and variety of its scenery, stretches along the eastern face of Bombay, and this portion is therefore the most thickly inhabited. The land first sighted when nearing Bombay is Lower Colaba, a native town with a population composed of seafaring men and a considerable number of Europeans. On passing Colaba ships anchor in the middle of the harbour opposite the fort. The fortifications, which had been originally erected by the Portuguese, occupied formerly a large space, but, having become completely out of date and useless for defensive purposes in modern warfare, they were demolished several years ago, and on their site the principal government offices, banks, merchants' offices and shops are now situated. The Public Works department, the new post-office, the Esplanade hotel, the High Court, and the different banks and telegraph offices, are splendid specimens of architecture, and many other fine buildings have been lately erected. To the north of these lies the native town, which is the real centre of trade, and is well worth a visit, especially in the cotton season. The average charge at a first-class hotel here is about seven rupees a day, and a one-horse carriage can be had for six rupees a day, a carriage and pair costing twelve. The present value of a rupee, I may add, is 1*s.* 9*d.* The most fashionable quarter of Bombay is Malabar hill, already

mentioned, the roads on which are so steep that residents there have to keep more than one horse generally. I was informed on very good authority that the lowest rent for a bungalow would not be under 1,000 rupees a month. Unmarried gentlemen frequently reduce their expenditure by living together. Amongst the sights to be seen in the neighbourhood the most celebrated are the caves of Elephanta, on the island of Garipuri opposite Bombay, a row of about an hour and a half in a small boat. When the Prince of Wales visited India he dined in those caves, which were then minutely described in the *Illustrated London News*. I crossed to see them myself with a gentleman who happened to be staying in the hotel, and they were a sight I would not wish to have missed. On landing at a slip which had been made for the Prince of Wales, we had to ascend by steps to the height of about 250 feet. The caves are thus described by John Huighen Van Linschoten, in one of his voyages to the East in 1579. He says, "the pagodes and images are many and innumerable throughout the Oriental countries. There is yet another pagode which they hold and esteem for the highest and chiefest pagode of all the rest, which standeth on a little island called Pory: this pagode by Portingals is called the pagode of the elephant. In that island standeth an high hill, and on the top thereof there is a hole that goeth down into the hill, digged and carved out of the hard rock or stones, as big as a great cloyster: within it hath both places and cisterns for water very curiously made, and round about the walls are cut out and formed the shapes of elephants, lions, tigers, and a thousand other such like wilde and cruel beasts: also some amazones and many other deformed

thinges of divers sorts, which are so well and workmanlike cut that the Chinos (which are verie ingenious workmen) did make it when they used to traffique in the countrie of India. These pagodes and buildings are now whollie left overgrown and spoyled since the Portingales had it under their subjections. By those places may it bee coniectured that their pagodes are still within the land even till this day, speciallie where the kings and governours are all of that religion and keepe their courtes and palaces." To Linschoten's account I may add that the island was named Elephanta by the Portugese, from a large stone elephant which stood near the old landing place on the south side. This elephant was thirteen feet long and about seven and a half in height. Its head and neck dropped off in 1814, and it was subsequently removed to the Victoria gardens in Bombay.

Nov. 5th (6th)—It was dreadfully hot all night. Some traces of the fever still clung to me, but I was buoyed up during the day by the hope of getting a fresh sea breeze before night. At 3 p.m. I took a boat to the "Deccan," where I remained on deck watching the passengers coming on board. At half-past five a salute of sixteen guns was fired from H. M.'s ship in the harbour, to announce the departure from the Government landing place of Sir William Muir, who had spent over thirty years in India, and was Governor of the North-west Province. In a short time the Governor with his wife and daughters came on board, and a number of invalids arrived—some in chairs and others just able to move along themselves, but all fever-stricken. The steam tender with the mails came alongside at seven o'clock, and in a few minutes more we steamed away from the gate

to India (Bombay) direct for the shores of England, having on board about forty-five passengers. In about half an hour, when all were busy at an excellent dinner, the steamer stopped to discharge the pilot, and then we were, according to the American phrase, "clear away" with a light cooling sea breeze. After dinner all who were able mustered on the quarter deck, which was covered with an awning, and looked very inviting; and the piano having been brought up and placed there, a tune and a song finished the evening. To-day the troopship "Crocodile" starts from Bombay for England with troops that have finished their time in India, no doubt leaving behind many who went out with them, taken off by disease. The following lines, from a work called "Lays on Ind," were written on the occasion of the departure of this troopship from India.

"The morning sun is shining o'er the harbour of Bombay,
And the gallant trooper Crocodile is getting under weigh;
Her snowy sides give shelter to a thousand men or so,
My regiment and another, and the word's 'For England, ho!'

"We've worked our foreign service out, our full apportioned time,
Eleven lagging years we've spent in India's sunny clime.
Eleven years,—a goodish hole to knock out of a life,
A change-effecting term on soil where cholera is rife.

"Yes, change indeed!—we left old England full six hundred strong,
And scarce three hundred faces to the ancient roll belong,—
Three hundred comrades blotted out! the tribute that we pay
To death and sickness as the price of oriental sway.

"No part we've played in battle scene, no glory have we won,—
We've done our duty quietly, as now-a-days 'tis done;
Ours certainly has been the uneventful list of trades,
A round of drills, diversified with funeral parades.

"Ah! full enough of those we've had: the best known tune of all
Has been the years we've struggled thro' the solemn march in "Saul."
That hateful awful melody civilians think so grand,
It tried us week by week until we almost loathed the band.

"Well, now they're playing cheerfully another sort of air,
And the men are cheering lustily as if they all were there.
I'll cheer with them, "hurrah! hurrah!" another yet—
Hurrah, we're going home, thank God! and India we'll forget.

"Still as I cheer I can't dispel the sorrow from my mind,
I cannot drown the memory of those we leave behind;
I wave my cap to India, just sinking in the blue,
But the shadows of my comrades seem to wave me their adieu.

"Good bye, my friends! although the bullet did not lay you low,
A thought, a tear upon your graves, at least your brothers owe.
Ye died for England, though ye died not 'mid the cannons' boom,
Nor any "mention in despatches" glorified your tomb.

"The breeze is fair, the sails are set, the screw goes grinding round,
The hills behind Bombay are dwindling to a little mound;
One last long look! Farewell, farewell the region of the sun!
Old England lies before us and our exile it is done."

CHAP. IX.

HOMEWARD BY SUEZ.

Nov. 6th (7th)—Light north winds blew all day, and the heat was oppressive. By noon we had run 189 miles, and were in latitude 18° 10, and longitude 69° 45. I was so ill that I was obliged to keep my cabin until evening.

Nov. 7th (8th)—Lat. 16° 57; long. 64° 59: distance run, 282 miles. The wind and weather were the same as yesterday, and the sea was quite smooth. I remained on deck during a part of the evening. Our invalids seem to be improving already.

Nov. 8th (9th)—Lat. 15° 53 north; long. 60° 23 east: distance run, 273 miles. We had the same wind and weather as on the previous day, with intense heat.

Nov. 9th (10th)—Lat. at noon 14° 56 n.; long., 55° 53 e.: distance run, 267 miles. The weather was perfectly calm and excessively hot. This was the Prince of Wales's birthday, but, to the surprise of many, no notice of it was taken at dinner, at which there were present Governor Muir and many army officers, who were doubtless fully aware of the occasion.

Nov. 10th (11th)—Lat. 13° 50 n.; long. 51° 27 e.: distance run, 267 miles. The weather continued calm and hot. During the day the ordinary business of the vessel went on as usual. At noon we were just 391 miles from Aden.

Nov. 11th (12th)—There were light steady easterly winds in the morning, and the land about Mesilah was in sight. At half-past ten all hands were mustered on the main deck for inspection, and immediately afterwards the bell rang for divine service, which was held on the quarter-deck. The capstan, which served as a reading desk, was covered with a pretty silk union jack, such as all the P. & O. Co.'s ships are provided with for the occasion. A Presbyterian clergyman officiated, and preached from the 3rd chapter of Eccles., verse 15. About four p.m. we sighted the high land of Aden, where we touched at half-past nine and commenced to coal and discharge some cargo.

Nov. 12th (13th)—At 5·30 we finished coaling and got under weigh from Aden, a harbour with very little shelter, which is only available with a north-east wind. There was no verdure to be seen as far as the eye could reach along the shore, and the land appeared to be of volcanic origin. Steaming away from Aden, we left the Indian Ocean behind us and entered the Red Sea. Our latitude at noon was

12° 24, longitude 41° 01, and the distance run was 64 miles. At one p.m. we entered the narrows of the Red Sea. A very heavy swell was rolling, and the water got in through the starboard ports, flooding staterooms and doing a good deal of damage to the passengers' luggage. About four o'clock the sea and wind fell, but the heat, which did not decrease during the whole night, continued to be almost insufferable.

Nov. 13th (14th)—We had light southerly winds in the morning, and the day promised to be a scorching one. At half-past seven we passed a group of islands called the Twelve Apostles. One of these, which is about four miles to the northward of the others, is called Judas Iscariot. About ten o'clock we steamed by a little island, called Jabel Tir, or the Devil's Tear, and by noon we had run 273 miles, and were in latitude 16° 4 n., and longitude 41° 22 e. The afternoon was very hot. We had dinner as usual at six o'clock, and the passengers amused themselves on deck during the remainder of the evening. Yesterday one of them fell a victim to a sunstroke, but he is now recovering, although slowly.

Nov. 14th (15th)—Lat. 19° 49 n.; long. 38° 48 e.; distance run, 269 miles. We had light north-east winds, and the weather was still excessively hot. During the day there were several land birds flying about the vessel, and many were caught on deck.

Nov. 15th (16th)—Lat. at noon, 23° 41 n.; long. 30° 22 e.: distance run, 268 miles. In the morning the wind came strong from the north-east, and there was a perceptible change in the weather, which became much cooler. At eleven o'clock we passed the island called St. John's, and

some time afterwards we left Mecca, the great town for Mohammedan pilgrimages, on our right. About eight p.m. we steamed by Doedaless light, which was built originally by the P. & O. Company, but was subsequently handed over to the Egyptian government which now charges tonnage dues on all passing vessels. The passengers enjoyed the evening thoroughly, and, though a cool northerly wind was blowing, the piano was on the quarter-deck, which was lit up.

Nov. 16th (17th)—There were strong northerly winds in the morning, and about seven o'clock land was visible at both sides. As noon approached we drew near the Island of Shadwan at the entrance of the Gulf of Suez, and Cape Ras Mohammed was on our starboard bow. The post officials on board issued a notice that all letters by the mail *via* Brindisi should be posted before eight o'clock in the evening, as the mail train was to leave Suez for Alexandria on the following day. Letter-writing went on during the rest of the day on a large scale.

Nov. 17th (18th)—The weather was beautifully clear. At 6 a.m. we passed Moses' Well, which was the only green spot we had seen for some time. About eight o'clock we made fast to the buoy off the town of Suez, at the entrance to the canal, and remained there until 2 p.m., landing some cargo and a number of our passengers who were going home *via* Alexandria and Brindisi to avoid crossing the Bay of Biscay. Amongst those who left us were Governor Muir and his wife. About a quarter past two we let go the buoy, and entered the canal, through which we steamed at the rate of about five miles an hour. There was no vegetation to be seen in the desert on either side as far as

the eye could reach. When night fell we made fast at the west side of the canal to stakes which had been driven there for that purpose.

Nov. 18th (19th)—We got up steam again at daybreak, and at 8 a.m. we reached Ismail on Lake Tisma, having passed through the Bitter Lakes. Here we discharged our pilot and took another on board for Port Said. We also landed Mr. Howlden, a fellow traveller of mine from Hong Kong. With but little delay we steamed on again, passing some vessels bound to Bombay with cargoes, and also the "Serapis" from Queenstown for Bombay with troops.

At 7 p.m. we arrived at Port Said, and, having discharged our pilot and unshipped our canal rudder, steamed away for Malta. To-day we had divine service on the quarter deck at half-past ten o'clock. It may be well here to give the regulations for the navigation of the Suez Canal, which may be of interest to many. They are as follows :—

ART. 1.

Before entering the Canal captains of ships shall bind themselves in receiving a copy of the present regulations to abide by and conform themselves in all points to all required arrangements made in view of the execution of these regulations.

ART. 2.

The Suez Canal, having a depth of eight metres (26 ft. 3 in. English) throughout its entire length, is open to ships of all nationalities, provided that their draft of water does not exceed seven metres and a half (24 ft. 7 in. English), and that they conform to the following conditions :

Sailing vessels above fifty tons are bound to be towed through. Steam vessels may pass through the Canal by means of their own steam power or be towed subject to the conditions hereafter noted.*

* Of course, the towage of steamers through the Canal is not compulsory on the Company; it will only be performed inasmuch as they have unengaged tugboats.

ART. 3.

The maximum speed of all ships passing through the Canal is fixed at 10 kilometres, equal to 5⅓ nautical miles per hour.

ART. 4.

Vessels measuring 100 tons gross and upwards must take a Company's pilot for the whole length of the Canal, who will indicate all particulars concerning the passage through.

The captain is held responsible for all groundings and accidents of whatsoever kind, resulting from the management and manœuvring of his ship.

Pilots place at the disposal of captains of vessels their experience and practical knowledge of the Canal; but as they cannot be specially acquainted with the defects or peculiarities of a steamer and her machinery, in stopping, steering, &c., the responsibility, as regards the management of the ship, devolves entirely upon the captain.

ART. 5.

Whenever a ship, intending to proceed through the Canal, shall have dropped anchor either at Port-Saïd or Suez, the captain must enter his ship at the Transit office and pay all dues for passage, as also for pilotage, towage and stoppage when such be the case, obtaining a receipt for the same, which will serve as justification whenever required.

The following written information to be handed in by the captain.

Name and nationality of the ship.

Name of the captain.

Names of the owners and charterers.

Port of sailing.

Port of destination.

Draft of water.

Number of passengers as shewn by the shipping list.

Statement of crew as shewn by the muster roll and its schedules.

Tonnage of the ship in accordance with the legal measurement as by official certificate of registry.

ART. 6.

The Company determine the hour of departure of each ship and her subsequent stoppages at sidings, in order to give full security for the navigation as well as to ensure as much as possible the rapid passage of mail steamers.

Therefore, no ship can require as a right an immediate passage through the Canal, neither will any claim be admitted in connection with any delay originating from the foregoing causes.

ART. 7.

In order to form trains of ships, the captain having his receipt for Canal dues, will be furnished with a numbered ticket, and on receiving the pilot on board will take up the position thereby assigned to him.

ART. 8.

All ships on entering the Canal are to be prepared by bracing their yards forward, running in their flying jib and jib-booms and swinging their boats on board.

In addition to their two bow anchors they must carry at the stern, ready for letting go at the request of the pilot, a kedge with a stout hawser bent on sufficient to hold the ship.

ART. 9.

§ 1.—During a ship's passage through the Canal she must have a boat towing astern containing a hawser, in readiness for being promptly taken to any mooring post on either side of the Canal.

§ 2.—The captain is required to establish a watch both by day and night; the men to be in readiness to ease away or cut hawsers, as may be required.

§ 3.—Navigation by night time is only authorized under exceptional circumstances, and under the captain's full responsibility assumed in writing, as far as any delay, mishap and damages that might happen to his own ship are concerned, as well as such aforesaid occurrences he might cause to other ships in transit, or to the Company's craft and stock to be found in the Canal (*).

While navigating by night time under the above authorized conditions, ships must carry their usual lights, and a man on the look out forward.

Ships moored during night time must shew a plain light forward and another aft, with the usual look out.

§ 4.—All steamers, including tugs, must blow their steam whistles when approaching the curves of the Canal; also when passing in either direction boats or lighters, dredges, or any thing else afloat. They

(*) Navigation by night time and by foggy weather in the Bitter Lakes is also but exceptionally authorized, and under the same conditions.

must stop when the Canal appears not to be clear; and they shall also pass all sidings, vessels made fast or under weigh, mud hoppers, dredging machines, and all other craft, at a reduced speed.

§ 5.—Whenever a collision appears probable, no ship must hesitate to take the ground, and thus avoid the collision. The expenses consequent upon grounding, under these circumstances, shall be defrayed by the ship in fault.

§ 6.—When two vessels proceeding in an opposite direction are in sight of each other, they must both decrease their speed and hug the starboard shore, or stop, if so required by the pilot.

§ 7.—Ships proceeding in the same direction are not allowed to pass each other in the Canal.

This move, when necessary, can only be effected at the sidings, under the immediate management of the Canal Company's employés.

ART. 10.

When circumstances arise that oblige a ship to stop during her passage through the Canal, and when a siding is not at hand, which must always be reached if possible, the captain must make fast ahead and astern to the weather bank, shewing the proper signal by day, and two lights by night, forward and aft, as already mentioned.

In the event of grounding, the Agents of the Company shall have the right to establish all the means by which a vessel is to be floated off again, to discharge and tow the vessel as may be necessary at her expense, unless it be regularly proved that there was an insufficient depth of water in the Canal, or that erroneous direction given by the pilot were the cause of grounding.

The aforesaid costs of floating, towing, discharging, and reloading, &c., must be paid according to the account or estimate of the Company, before the departure of the ship from Port-Saïd or Suez.

ART 11.

The following prohibitions are hereby notified:

§ 1.—The overloading of the deck, before entering the Canal, with coals or other merchandize, to such an extent as to compromise the general stability of the vessel.

§ 2.—The anchoring of a ship in the Canal except through unavoidable circumstances, and then only with the consent of the pilot.

§ 3.—Throwing into the Canal earth, ashes, cinders, or material of any kind.

§ 4.—In the event of any material of whatever kind falling overboard, the circumstances are to be immediately made known to the pilot, who s instructed to transmit such information to the Company's agent at the nearest station.

§ 5.—Captains are prohibited from picking up anything that may have fallen into the Canal without the direct intervention of the Company's agents.

§ 6.—The recovery of all material that has fallen into the Canal, whatever may be the attendant circumstances, shall be carried out at the expense of the captain to whom such material will be restored, when the aforesaid expenses are paid thereon.

§ 7.—It is expressly forbidden, and on penalty of legal proceedings, to the masters of ships while in the Canal or in the ports or sidings thereunto appertaining, to allow shots being fired from board ship.

ART. 12.

1.—On and after the 1st July, 1872, the Suez Maritime Canal Company will levy the special toll of navigation of 10 francs per ton upon the real capacity of ships.

2.—The gross tonnage (or *tonnage brut*) inscribed upon the certificate of registry belonging to ships measured according to the English method *actually in use*, will be the basis of such charge.

3.—Vessels of all nations whose papers do not establish by the above method their gross tonnage, will be reduced to it in accordance with the annexed table.

4.—Vessels without official documents, or possessing but incomplete documents, shall be measured by the Company's Agents according to the methods *actually in use* in England for the measurement of loaded ships.

5.—All covered-in spaces, whether permanent or temporary, that are not comprised in the official tonnage of the ship, shall be measured by the Company's agents according to the actual method in England. The tonnage thus obtained will be also submitted to the foregoing tax.

6.—Men-of-war and Government vessels will be treated, as regards the collection of the dues, in conformity with the regulations applied to merchant vessels.

The charge of ten francs per passenger above twelve years of age, and of five francs per passenger from 3 to 12 years old, as well as the transit dues, must be prepaid on entering the canal at Port-Saïd or Suez.

The berthing or anchorage dues at Port-Saïd, Ismaïlia, and opposite the Suez embankments, are fixed at 0 fr. 02 centimes per day per ton, after a stay of 24 hours and for an unlimited time, the berth of the ship being assigned to her by the harbour-master. The amount will be collected every tenth day.

Errors in the declaration of tonnage, or in the payment of the dues, must be rectified within a month after the ship's passage through the Canal. After the above delay rectifications will not be admitted. No application of the tariff can be subsequently brought forward as a precedent against the charges of the Company.

N.B.—While adopting the foregoing method as a basis for the levying of tonnage dues, the Suez Maritime Canal Company do not renounce for the future the application of any other new system of tonnage measurement which may offer superior advantages of precision as compared with the actual method now in force.

ART. 13.

The charges made by the Company for towage are as follows:

For sailing vessels measuring 400 tons and under, 1,200 francs; for sailing vessels measuring above 400 tons, 1,200 francs for the first 400 tons, and 2½ francs for every surplus ton.

For steamers measuring above 400 tons, 2 francs per ton, without any distinction, upon their whole tonnage, but on the condition that they use their propelling power, or keep it in readiness for assisting the tug.

Steamers measuring under 400 tons, also steamers not intending to give the assistance of their propelling power, will pay the same as sailing vessels.

In the event of compulsory stoppage or grounding in the Canal, the agents of the Company shall have the right to employ, of their own accord, a tug to re-establish a free passage, and thus obviate the retarding of other vessels; all charges to be defrayed by the ships thus assisted, in conformity with article 10.

The charge under the circumstances now described will be for:

A tug of the first-class, for every twelve hours,	...	1,200 fr.
,, second class	... ...	800 ,,

Every portion of a day to be reckoned as a whole day.

Whenever a ship shall require a tug to accompany her, the charge for such services will be 1,200 francs a day, if a tug of the first class be

employed, and 800 francs a day for a tug of the second class. In the event of a stoppage, the tug will render assistance in getting the vessel under weigh each time that it may be necessary. If the vessel is towed any distance exceeding that of one station from another, the price for such towage may be demanded in lieu of the tariff fixed for accompanying her.

It is hereby provided that when a tug shall have accompanied or towed a vessel one half of the length of the Canal, 600 francs shall be levied for the return trip of a first class, and 400 francs for a second class tug. Under the above circumstances, one half only of the towage dues shall be charged. Whatever may be the distance towed, the charge leviable shall not be less than one half of the amount payable for the entire length of the Canal; from Ismaïlia to Port-Saïd being considered one half on one side, and from Ismaïlia to Suez the other half on the other side.

All ships towed must furnish their own warps.

For the towing of monitors, loaded or empty lighters and other exceptional vessels, arrangements to be made by special agreement.

Shipowners are authorized to have their vessels towed and accompanied by their own steam tugs, all responsibility connected with such acts devolving upon themselves.

Such tugs to be approved of by the Canal Company.

Ships towed or accompanied by tugs belonging to their owners will pay 0 fr. 50 cent. (fifty centimes) per ton as towage dues.

Such tugs, whenever they shall tow or accompany vessels belonging to their own proper owners, will be free of any tax whatever.

Whenever they shall go through the Canal for the purpose of meeting vessels of their owners which they are entitled to tow or accompany, or otherwise returning to their usual residence after having towed or accompanied them through, said tugs shall not be submitted to the special dues of navigation, but they will be obliged to pay pilotage dues and to take a pilot on board.

Tugs in question are subject to berthing dues.

Any transport of goods or passengers is prohibited to them; the fact of having on board passengers or goods would entail upon them the payment of all dues and charges to which are submitted ships in transit.

Whenever said tugs shall be used for towing or accompanying vessels not belonging to their own proper owners, the same dues and charges shall be levied on them as on ships in transit.

Besides the special treatment specified by the present article, tugs belonging to private owners shall be submitted to the strict observance of the present regulations concerning vessels berthing or in transit.

ART. 14.

The pilotage charges are levied according to draft of water, and are as follows :

All ships whose draft of water is 3 metres, 5 francs for each decimetre.

All ships drawing from 3 m. to 4 m. 50 — 10 fr. per decimetre.

,, 4 ,, 50 to 6 — 15 ,,

,, 6 ,, — 7.50 — 20 ,,

Pilotage charges for entering the port of Port-Saïd and leaving the same are fixed as follows :

Pilotage by day time.....	steamers.....	25 francs.
	sailing ships ...	10 ,,
Pilotage by night time, before sunrise and after sunset...	steamers.....	50 ,,
	sailing ships ...	20 ,,

The payment of the pilotage charge for entering the port of Port-Saïd and leaving the same is compulsory on every ship measuring 100 tons gross and upwards.

Ships entering the port of Port-Saïd or leaving the same by day time, either intending to proceed through the Canal or having performed the passage, are free from such charge : they are only bound to pay the pilotage dues stipulated for the passage of the Canal.

The charge for pilotage by night time on entering the port of Port-Saïd, or leaving the same, is fixed as follows for ships performing the passage of the Canal :

Steamers	25 francs.
Sailing ships	10 ,,

Twenty francs per days is levied for pilots kept on board in case of stoppage.*

ART. 15.

The Company receive, at their Offices in Paris, payments in advance on account of transit and any other dues specified in the present regulations, either from the shipowners direct, or through the medium of Agents employed by the shipowners, at their own risk and responsibility.

* In the pilotage charges are included remuneration for maintenance of beacons, sidings, telegraphy, watchmen, signals, and other means established by the Company to ensure, in every way, the safety and good navigation of ships.

The Administration in Paris will give, on receiving such amounts in deposit, *acknowledgements for the same*, which can be handed over as cash to the Company's Agents in Egypt authorised to collect the dues.

The Company's Agents authorised to collect the dues in Egypt, are moreover empowered, *with respect to ships whose owners have made the above payments for transit in advance in Paris at the Company's cash*, to accept the captain's draft at sight on the owners for any balance that may be due for pilotage and other charges.

In the event of payments in advance not being effected in time to remit *receipts* to the captains, the Company will make known, by telegraph, the amounts paid, to their Agents in Egypt. The cost of the telegrams to be defrayed by the shipowners.

This last clause is equally applicable to payments in advance made in Paris for dues of ships coming from beyond or eastwards of Suez.

Paris, 31st March, 1872.

(Signed) FERD. DE LESSEPS,
President-Director.

Provisionally, and until further orders, ships, barges, lighters, and other craft, either coming in ballast or empty from Port-Saïd under orders for Ismaïlia or returning from Ismaïlia to Port-Saïd with cargoes of native produce; or bringing from Port-Saïd to Ismaïlia cargoes bound to districts of Lower Egypt next to the Canal, and returning empty or in ballast from Ismaïla to Port-Saïd, will be free, either outward or homeward bound, whether they be empty or in ballast, of the special dues of navigation, and will only be submittted to the payment of five francs per ton, representing the special dues of navigation of half-way in the Canal for their passage when loaded outward or homeward bound.

Such toll is to be prepaid when said ships, barges, lighters, or other craft enter the Canal in ballast or empty to go and take cargo of native produce at Ismaïlia as well as when loaded.

As regards dues or charges other than the special dues of navigation (viz: berthing, pilotage, towage dues, &c.), said ships, barges, lighters, or other craft are bound to pay them in full.

Nov. 19th (20th)—There were strong north-west winds and frequent showers in the morning, with a northerly sea. The passengers did not all show themselves at tiffin or

dinner. The evening was wet and cold. At noon we had run 159 miles, and were in lat. 32° 27 n. and long. 29° 40 e.

Nov. 20th (21st).—Lat. at noon, 33° 26 ; long. 25° 29 e : distance run, 218 miles. The weather was such as yesterday. One of our lady passengers is so bad with sea sickness that little hope is entertained of her recovery. She has been ill ever since we left Bombay, and is now in a very weak state. The evening was very unpleasant, wet and cold, and the quarter-deck was deserted.

Nov. 21st (22nd)—Lat. 34° 20 ; long. 21° 39 : distance run, 198 miles. The same wind and unpleasant weather continued. Mrs. Haar is still holding out, but is yet very weak.

Nov. 22nd (23rd)—Lat. at noon, 35° 24 ; long. 17° 08 : distance run, 231 miles. The weather was more moderate than on the previous days. About eleven a.m. we passed a schooner yacht steering for Alexandria. It hoisted the Royal Thames Yacht Club blue burgee with white cross. All hands were at work preparing coal screens, and making preparations for taking in and discharging cargo at Malta. The day ended with north-west winds and dark cloudy weather.

Nov. 23rd (24th)—Light west winds blew during the forenoon. About 2·30 a.m. we made fast to the buoy in the quarantine harbour at Malta, and, on being admitted to pratique commenced coaling. Breakfast was served at eight o'clock, and immediately afterwards all the saloon passengers landed. Their stay on shore was necessarily a short one, as the vessel was advertised to leave at noon, and by half-past eleven every one was on board. A short time before we left

Captain and Mrs. Haar landed, as she was so weak that it would be dangerous for her to continue the voyage. Indeed had she remained on board she would not in all probability have lived much longer. All boats and strangers were ordered off at noon, and we started for Gibraltar, having taken on board a large number of invalids belonging to the army and navy. During the evening the weather was fine and clear, and the passengers were all on deck. Many of them had made purchases of Maltese lace and different other articles, the produce of the island, and seemed greatly pleased with their trip on shore. On the last occasion I visited Malta I had a longer stay there, and a better opportunity of seeing the place. I extract, therefore, from a diary which I then kept, the following description and short historical sketch of the island. "As it drew close to midnight we sighted the light on the island of Gozo, and on the morning of the 22nd, about four o'clock, we anchored in the harbour of Valetta. After we had breakfast I employed a guide for the day at 3*s*., and a carriage and pair at 10*s*., and proceeded to make the most of my time in sightseeing. We first drove northwards along the quay, passed under the arch, which forms the entrance to the town, and went to see the church of St. John. This church stands in the street called Strada Reale. It is a large square building with a dome, and its exterior is not very attractive, but on entering the visitor is agreeably surprised. The floor consists of large slabs with sepulchral inscriptions of the Knights and others of note, and around the sides there are small chapels, such as may be seen in other Roman Catholic places of worship. At each side of these there are large

figures of the Knights with inscriptions. The high altar is a magnificent sight, the candelabra being of great height and made of solid silver, while many of the smaller decorations are of pure gold. At each side of the altar there are organs in recesses in the main wall, and behind it there is a large piano, which is used during the Lent, or when the organs are not used, as is the case in Passion Week. Under the organs are rows of stalls for the clergy, and behind those at each side there is a little chapel. That on the right hand side is closed by a large silver gate about ten feet high, and the other was formerly shut in by a gate, or a double gate, of gold, which was taken away by Napoleon. The silver gate, which was painted over, escaped his notice. The monument of the younger brother of Louis Philippe, who came to Malta for the benefit of his health, is one of the finest pieces of work in the church. The figure is in a recumbent position. The young Prince, who died of consumption, is represented in this monument, which was erected by his brother, the Citizen King, with a very emaciated appearance. The most interesting portion of the church, however, is the crypt, where lie the bodies of the Grand Masters. Here first you notice the tomb of Philip de L'Isle Adam, the glory of the Order of St. John and the most honoured name in the whole roll of Grand Masters. He was the last who ruled the Knights in Rhodes and the first who governed them in Malta, and he was interred at Burgo, the old town, before a single house had been built on the site of the present Valetta. When this city had been built his remains were removed to the new church of St. John. Here also rest the bones of

Lavaletta and Vigncourt. The latter Grand Master planned the aqueduct which runs from the old city, Civita Vecchia, and is still used, being in a good state of preservation. Many others of note are interred here, and over the tomb of each one is his effigy, life size. Through a succession of centuries Malta shared in most of the vicissitudes of Italy. It was the seat of civilization long before the foundation of Rome. The Phenicians established themselves on the island 1500 B.C., and remained there to 750 B.C., a period of seven hundred years, during which they made it an important maritime station and the principal seat of their peculiar religion. About the date of the foundation of Rome, 753 B.C., the Greeks got possession of it, and gave it the name of Melita, signifying a Bee, the island being noted for honey. The Carthaginians were its next masters, and during the Punic wars it fell under the power of Rome, which held it for seven hundred years. From 553 A.D. it remained under the Byzantine crown during three hundred and fifty years, and then passed to the Arabs, whose language is even yet spoken on the island. At the time of the First Crusade Malta was seized by the Normans, and afterwards it became an adjunct of the dominions of Charles V. of Germany, who presented it to the then homeless Knights of the Order of St. John of Jerusalem. This religious and military confraternity had its origin in the combination of circumstances attendant upon the possession of Jerusalem by the Moslems, at a time when pilgrimages to the Holy Land were generally esteemed a meritorious and christian duty. In the eleventh century some merchants from the city of Amalfi got permission from the Mohammedan authorities in Palestine to

erect three hospitals in the Holy City for the relief of poor and invalid pilgrims. One of the three was dedicated to a saint named St. John the Almoner, and a confraternity of pilgrims devoted themselves to its charitable services. They chose amongst themselves from time to time a rector or governor of their association, and of these one of the first was named Peter Gerard. On the taking of Jerusalem by the Crusaders the prospects of the Hospital of St. John improved. Gerard, aided by the Crusaders, got permission from the Pope to institute a new religious order, consisting of pious persons bound by vows of poverty, obedience, and chastity. The privilege of electing Grand Masters of their Order was also accorded to the brethren. The Order of Hospitallers was then formally instituted in 1113, and its members were distinguished by a white cross of four double points on a black robe. Peter Gerard died in 1118, and a fourth vow, that of military service to pilgrims, was added to the other three, thus constituting the Order a band of religious knights. Each seat of the Order became a garrison of armed men to oppose the Moslem, and when the greater power of the latter drove the Christians out of the Holy City the most desperate in retreat were the knightly brethren of St. John. The Order of Knights Templars was founded soon after that of the Hospitallers, but it was for services purely military. The two Orders were distinguished by the colour of their crosses, the Templars being called the Red Cross Knights and the Hospitallers the White Cross Knights. As a further distinction the former wore white robes. When driven from Palestine by the Saracens the Hospitallers first settled for a short time in Cyprus, and then in Rhodes,

under the leadership of De Villaret. During about two hundred years they remained on the last mentioned island, where they built residences and fortifications which were nearly all destroyed by a great earthquake. One of the first of the Rhodian Knights was Peter D'Aubusson, who was Grand Master of the Order for twenty-seven years, from 1476 to 1503, and died at the age of eighty. During his rule, in 1480, when the Knights were comparatively few in number, the Turks laid siege to Rhodes with an army of 70,000 men, and opened upon it a bombardment so terrible that it was said to have been heard a hundred miles off. This might be accounted for by the stillness of the atmosphere there. One of the battlements had been scaled by the enemy, but the besieged, led by D'Aubusson himself, assailed them so fiercely that they were driven down again. Returning to the attack they directed their efforts against the Grand Master, and three times were beaten back by him, all their attempts ending in failure. It was in consequence of this that the Pope gave D'Aubusson the titles of Cardinal and Shield of the Faith. He died eighteen years afterwards; and the next Grand Master was Philip de Villiers L'Isle Adam, who had been Grand Prior of the Order in France, but left for Rhodes on his appointment, escaping, on his way to that island, a thunderbolt which killed nine of his men and an attack of Greek pirates. Soon after his arrival Rhodes was again besieged by the Turks, 200,000 strong, under Mustapha Pasha. The besieged could at this time only muster 600 knights and 4,500 soldiers. The Sultan proposed liberal terms of surrender, requiring that the Order should vacate the island,

and according them their lives and property, but they refused, and the siege continued. Ultimately, however, the Knights were obliged to accept the proposition, and on New Year's Day, 1523, they left their beautiful island and went to Candia, where they rested for a time. Subsequently they proceeded to Messina, where they took up a temporary abode until they could get a grant of a small permanent territory from some Christian sovereign. To effect this L'Isle Adam went to Rome to consult the Pope, and Malta was suggested as a desirable seat for the Order. It belonged at this time to Charles V., and the aged Grand Master undertook at once the journey to Madrid, Paris, and London. In London he was entertained at the provincial hostelry of St. John's, in Clerkenwell, and had an interview with Henry the VIII., who is said to have received him with favour, but who confiscated all the English possessions of the Order soon afterwards. After several years' wandering and persevering solicitations at foreign courts, L'Isle Adam obtained a formal grant of Malta, Gozo, and Tripoli for the Knights, and the grant was completed in 1530. In that year the first party of Knights crossed from Messina to Malta to enter their new home. Malta was then the abode of a poverty stricken semi-barbarous people, who were perpetually at the mercy of the numerous Turkish and Algerine corsairs. It was, however, accepted by the Knights, who at once began to build fortifications and residences, but before their completion L'Isle Adam died, 1534, and was buried at the little chapel on Burgo peninsula. The Order was never again governed by a leader possessing such nobly combined religious and worldly qualifications.

Passing over a short interval, during which Dupoint, St. Jaille D'Omedes, and De la Sengle were successively in power, we come to the Grandmastership of La Valette, whose government is associated with two of the most important events in the history of the island, the great siege of 1565 and the founding of Valetta in 1566. The peninsula of Valetta was at that time called Mount Sciberras, and east of it was the Grand Harbour. Batteries of great power, of which some of the guns were 60 and 20 pounders, were erected by the Turks on the Mount when they invested Malta with nearly 200 galleys and an army of 30,000 men. In one day's battle against a small body of the Knights and 200 Spanish soldiers they lost 2,000 men. Messages were frequently sent by the Grand Master to Sicily to the Viceroy for assistance, but in vain; and in about a month the fort of St. Elmo was captured by the Turks, being surrendered only from want of supplies, though at the end its defenders were only sixty in number, and these all perished with the exception of a few who swam across the harbour to Burgo. There is good reason to believe that the efforts made by the Knights of St. John from time to time, in conjunction with other fraternities, were mainly effective in holding back the Mohammedans from rushing furiously over Europe, and so destroying the treasured fruits of Christian and classic accumulation. After the attack on St. Elmo, an attempt to subjugate the larger garrison over the east harbour followed. The Turks were now able to bring their fleet into the harbour, and were also in possession of the peninsula on which St. Elmo stood. At the end of the Burgo peninsula was the fort of St. Angelo, and on the corresponding ex-

tremity of Singlea the smaller fortress of St. Michael. The two peninsulas are about a furlong apart and nearly parallel to each other. Into the eastern harbour Mustapha in his rage ordered the bodies of the dead defenders of St. Elmo to be cast. They were laid on boards crosswise, and floated with the tide across to La Valette at St. Angelo, where they were respectfully taken up and interred. In retaliation the heads of the Turkish captives in the power of La Valetta were fired back at the besiegers—an awful episode in an awful struggle. The siege of St. Elmo alone had cost the lives of 8,000 Turks, about 150 Knights and 1,300 of their auxiliary men-at-arms, and this was but the first part of the great siege of Malta. A deserter from the Turkish army, who swam across the harbour, informed La Valette of the intention of the Turks to attack fort St. Michael before St. Angelo, and measures of defence were accordingly taken. Heavy piles of wood were driven into the harbour round the fort to keep away the Turkish galleys. In one attack the Knights' batteries killed 600 of them, whose dead bodies floated about the harbour for days, and in remembrance of St. Elmo all quarter was refused to the besiegers. Mustapha, wearied of the conflict, proposed to allow La Valetta withdraw his Knights and their property in safety provided that the island was given up to him, but the proposal was rejected. Repeated attacks were made but without success, the Turks losing 3,000 men in one day as against a loss of 250 on the side of the Knights. From every neighbouring elevation the Turkish batteries poured down heavy shot on the two forts, but there was yet no surrender. It seemed, at least, as if the continued attacks of the besiegers would

be unsuccessful, and numbers having fallen, they began really to effect an entrance. At this crisis a cry was raised that the Imperial troops had arrived from Sicily, had landed at the back of the island, and were already attacking the rear of the Turkish army. The advancing assailants were hastily recalled, and a retreat was sounded. It was afterwards discovered that the disturbance arose from the advance of a small party of Knights, which had marched down from the old city to attack the enemy's least protected or most neglected outposts. When the Turks returned to the assault some Sicilians had really arrived, and more were promised. By this time fort St. Michael had been greatly injured by the Turks, who effected a temporary entrance, but were driven back by La Valette, who came to the assistance of the defenders and afterwards remained in the weaker fort. After four months of suspense the reinforcements had now arrived from Sicily. They landed on the west side of the island, and so took the Turks by surprise that they fled to their ships and put to sea. There only remained at this juncture about 500 of Valette's men, and these were nearly worn out with wounds and their tremendous conflicts, but the end had come and they might rest awhile. The fame of their exploits had spread over Europe, and gained universal admiration for their already-respected Order. In memory of their success the name of Burgo was changed to Vittoriosa. In 1566, the year after the siege, La Valette began to build the new city, which to the present day bears his name, but he did not live to see it completed, and, exhausted by the arduous toils of warfare, died in 1568. Three years afterwards the Knights quitted Vittoriosa and went to Valetta.

The suburb of Florian was erected about 1640. The Grand Master of the Cottoners witnessed the construction of the defences called the Cottoniera Lines and the strong fort Ricasole. St. Elmo was rebuilt in 1686, and the works of fort Manuel proceeded in 1722, in which year also the cathedral of St. John, the churches of St. Paul, St. Augustine, and of the Jesuits, the Palace, the public library, and the main guard and garrison library were in process of construction. The defence of Malta in 1565 was the last eminent exploit of the Order of St. John. In 1789 the French revolution broke out. The Order had received special honours from Louis XVI., and they contributed a large portion of the Maltese revenues to assist him. In 1798 Hompesch was elected Grand Master, the last one of the Order, and in the same year Napoleon, sailing on his Egyptian expedition, on his way arranged by skilful intrigues and liberal bribes for the quiet surrender of Malta into his hands. The French fleet were admitted to the possession of the harbour and city, but, after a blockade of two years, the French were obliged to yield their prize to Britain as provisional protector of the island. At the Congress of Vienna, in 1814, the possession of Malta was formally ratified to England with the approbation of the Maltese themselves, the Order of St. John having virtually ceased to exist on the entrance of the French in 1798. Before that time the Russian Emperor, Paul, had been admitted as an honorary member, with the title of Protector of the Order. It still maintains a shadow of existence, and nominal Grand Masters continue to be appointed from time to time and have their centre of functionless authority at Ferrara. There are only

three localities with which the Order is really associated—Palestine, Rhodes, and more than either, the island of Malta. From the church of St. John we drove to Civita Vecchia, which lies west of Valetta, and a little more than half-way to St. Paul's Bay. This old Maltese city is built on a hill, and is the residence of the Roman Catholic bishop. It contains about 4,000 inhabitants, and the principal building is the cathedral, which resembles all others of its class in these parts, but its paintings are superior to St. John's church, at Valetta. The apostle Paul, it is said, remained during a winter at Civita Vecchia, and was the guest of Publius. Not having much time to spare, we drove on to St. Paul's bay at the north-west part of the island, and arrived there in about an hour. The view we had from the top of the watch tower, now in the charge of the Maltese artillery, was very fine. The entire bay stretched out before us. The entrance is in a north-east direction, and the bay itself is about a mile-and-a-half deep, and three quarters of a mile broad on an average, running north-east and south-west. The tower on which we stood was close to the water, and near it was the only bit of sandy beach I could discern, a rocky shore extending round on either side as far as the eye could reach. On the west of the bay there is a statue of St. Paul on a large pedestal, and the eastern point is called Koura point. Both east and west points project from the mainland in a northerly direction, and the prevalence of north-easterly winds causes a roll of a swell on them, rebounding from both shores, so that whenever the wind is blowing strong the seas meet from both sides, making it dangerous for any small vessel to try to effect an entrance. The meeting of these seas St. Luke

alludes to in his description of the shipwreck, Acts, chap. 27, where he gives the details of the voyage on which he accompanied St. Paul. The Scriptural account is so very interesting and faithfully given that, in alluding to this part of the island, I would refer any one taking up my little journal to the narrative in the Acts of the Apostles, written by St. Luke, an eyewitness of all that occurred. He says: "We cast with our hands the tackling of the ship," and it is very probable that Paul and Luke volunteered their aid in this and in other ways under the circumstances, though even at that extremity, when all was despair, Paul possessed the realization of God's promise, and said to the 276 persons then in such danger, "now I exhort you to be of good cheer, for there shall be no loss to any man's life among you but of the ship." How wonderfully this was carried out! When the ship struck, St. Paul gave orders that all on board able to swim should strike off at once through the breakers to the shore. The remainder of the passengers and crew seized whatever floating objects were at hand, and with the aid of these (by the divine promise to Paul) all got safe to land. Many things at Malta bring passages of scripture to memory, especially that episode in the life of St. Paul. The tops of the houses are flat, and serve as a promenade, for drying clothes, and even for prayer. The Evil Eye is a great object of dread to Egyptians and Maltese, who believe that certain malign persons have power to produce disastrous consequences by merely looking at one. Anything forked presented at such persons is said to ward off the evil, and in many houses a pair of horns may be observed stuck up against the wall or on the counters of shops. Malta contains about

120,000 inhabitants, of which the better class are chiefly shopkeepers. The poorer class are in general badly clad, and instead of boots wear sandals fastened by two leather side latchets."

Nov. 24th (25th)—We had light westerly winds and very fine weather all day. About 8 a.m. we passed Carthage, steering along the coast in very smooth water, and at three o'clock we were abreast of the Fratelli rocks. The sunset in the evening was magnificent, and the day wound up, as Saturday evenings generally are at sea, by drinking the health of wives, sweethearts, and all the friends at home.

Nov. 25th (26th)—Latitude, 37° 14 ; long. 4° 36 : distance run, 263 miles. Beautiful and clear weather this morning, as we steamed along the Morocco shore. As it was Sunday, ship's time, divine service was held in the saloon, the Rev. G. W. Manson, Presbyterian clergyman, officiating. A very large number attended, and the sacred music was performed by Miss Muir.

Nov. 26th (27th)—Lat. 36° 54 ; long. 0° 30 w. . distance run, 247 miles. The day opened with strong westerly winds and cloudy weather, with a very heavy head sea, which continued until midnight. We passed the steamer "James Stephenson" bound west, and the P. & O. steamer "Baroda," taken off the Brindisi line and going home for repairs.

Nov. 27th (28th)—Lat., 36° 9 ; long., 4° 53 w. : distance run, 215 miles. The wind and sea had completely gone down this morning. At 8 a.m. we passed many vessels, all steering for the Straits of Gibraltar. The purser lay up to-day with a heavy attack of rheumatic fever. About noon the Rock of Gibraltar was in sight, and the Morocco and Spanish

coasts at either side. The wind was now about south-east, and I noticed a number of ships under a press of canvas apparently making the best use of the opportunity to get through the Straits. The crew were busily employed in getting cargo for Gibraltar ready for landing, and at half-past three we made fast to the moorings in the bay under a heavy downpour of rain and a strong west wind. I went on shore with Mr. Applewhite, third officer, with the mails, and having made inquiries for letters or telegrams, went on board again and found awaiting me there a message with the good news that all at home were well. The wind and rain increased about half-past four, cargo and passenger boats being nearly swamped alongside, and it was with the greatest difficulty that either passengers or cargo could be got on board. Seven men of the 69th Regiment, with one woman and three children, a sapper and three gunners, sent home by Government, and a number of others, including soldiers whose time of service was up, and their wives, joined us. In all thirty-nine embarked, amongst whom there were eight first-class and nine second-class passengers. Gibraltar is a huge mountain of limestone, rising from the narrow neck of sand which joins it to the mainland, 1,500 feet high, at the top of which is the signal tower whence vessels are telegraphed to the town, and this tower is frequently seen above the clouds which hang below it on the sides of the rock. There are no docks, or really any landing places of note. Vessels anchor some distance from the shore, and passengers are landed in small boats, for which they are obliged to pay a considerable sum, as in all seaport towns, the boatmen not paying particular attention to their books of fares when they

make a demand. Vessels are kept a long time waiting for pratique: the formality of catching documents with a tongs, then taking them on shore, and again coming off to release the vessels, takes a considerable time, and might be dispensed with by giving authority to the person acting on the water who examines the ship's papers; steamers are prevented from coaling, or yet discharging or loading cargo, until all this formality is gone through. In the town many races are represented—Moors, French, Greeks, Italians, etc.—all carrying on a trade of their own in tobacco, cigars, fruit, wines, and home manufactures, while they are equally prepared to do a little smuggling also; but the chief portion of the population are Spanish, which are just as national in their appearance and dress as if they resided in the centre of Spain. Churches of all sects are there, and the Protestant bishop's Episcopal See, which extends to Malta and other places in the Mediterranean, is also there. It would be impossible to describe the fortress of Gibraltar—its strength is unequalled, the entire sides of the rock or mountain being a complete battery of heavy guns. It is always provisioned for about seven years; in fact, its cost to England is estimated at about £420,000 a year, and this expenditure on such a small place seems surprising. One of the finest and cheapest fruit markets in the world perhaps is here, and the magnificent shows of flowers in it are worth seeing. The fruit is generally brought into market very early—oranges, pomegranates, lemons, figs, prunes, raisins, grapes, walnuts, apples, olives, quinces, etc. Good oranges are purchased at times for 1*s.* a hundred. The name of "Rock Scorpion" is given to dealers, but I always found that I could purchase as easily and as

satisfactorily there as elsewhere. The gates of Gibraltar are closed at sunset, and no one is allowed in after that without a pass from the governor. It is said that the only habitation for monkeys in Europe is on the rock of Gibraltar, and the governor strictly prohibits their molestation. They are exactly the same species as those found on the opposite mountain of Morocco, called Apes' Hill, fifteen miles distant. These two gigantic mountains form two noble portals to the Mediterranean, and are called the "Pillars of Hercules." At 11 p.m. we left Gibraltar, and the wind and rain continued until midnight. Bidding farewell to the Mediterranean, we now steamed for the coast of Portugal, passing Cape St. Vincent, where Nelson fought his last battle. The highly esteemed friend of the author's uncle, Thomas Seymour, second on the list of killed and wounded in the battle of the Nile, who was then acting as signal lieutenant on board H.M.'s ship "Vanguard," was shot from one of the French ships they were then engaged with while he was receiving orders from Lord Nelson. Far down beneath the depths of the waters of St. Vincent are slumbering many who once shared in the

"Triumphs of the Armada and spoils of Trafalgar."

Nov. 28th (29th)—Lat. 36° 25; long. 7° 17: distance run, 100 miles. We had strong west south-west winds, and cloudy weather, with rain at times during the day. About four o'clock, heavy westerly winds blew, and the weather looked very bad. The crew secured every thing on deck, and made all snug. At midnight the same weather still held.

Nov. 29th (30th—Lat. 39° 46; long. 9° 25: distance run, 263 miles. The day commenced with strong southerly

winds and cloudy weather, and about 4 a.m. rain began to fall. At 10·30 we passed between Cape Caveiro and the Burlingàs, and signalled the station to report us at London. The Burlingàs, about 40 miles north-west of Lisbon, are a rocky group of islands inhabited by some fishermen, and on the largest of which there is a light-house. About two o'clock we began to pack up, and prepare luggage for landing. At half-past four the sun was setting very angry looking, and the moon was shining out of an expanse of red sky—all indicating a southerly gale. The wind increased, and the sea rose about 10 p.m., and, the maintopsail being stowed, the vessel ran under reefed fore-topsail and foresail.

Nov. 30th (Dec. 1st)—Lat. 44° 17 ; long. 8° 56 : distance run, 288 miles. In the morning there was a heavy gale at south south-west, with a tremendously high sea, and the vessel rolled dreadfully. The captain, during the middle watch, fell to leeward, and was very much hurt. His glasses were jerked overboard out of his hands, and he had a very narrow escape himself. The quarter-master and a seaman were thrown over the steering wheel and also hurt, and the decks were flooded, the sea rolling on board at both sides. At 4 a.m. it was blowing a terrific gale as we passed Cape Finisterre, entering the Bay of Biscay, but the weather was too thick to see the light. By noon, however, the sky cleared and enabled us to get an altitude. The sea continued very heavy, and I got a severe fall on the poop, being thrown bodily to leeward against the bulwarks. The gale held during the evening and until midnight.

Dec. 1st (2nd)—A southerly gale was still blowing in the morning, and a heavy sea ran, though it had fallen con-

siderably during the night. At 9 a.m. we passed the P. & O. steamer, "Buccara," with the outward mails. During the day and all night the gale continued, with heavy rain, and the vessel scudded under the same canvas.

Dec. 2nd (3rd)—We arrived at Southampton in the forenoon, and by 2 p.m. the luggage was cleared from the customs' depôt at the docks, and most of the passengers left by the special train for London, the captain and officers of the ship seeing them off with a cry of farewell. I remained in Southampton, and found the bells of the different places of worship tolling for Sunday service. It is but Saturday with me, so that I have lost a day in my voyage round the world.

On the next morning I left for Bristol, and on the day after I took the steamer "Juno," for Queenstown, where I arrived on Wednesday, meeting all my friends well—thanks be to God!—after a journey of nearly

THIRTY THOUSAND MILES.

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